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THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

Far Eastern News.
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Alleged Stolen Passport.
Charge of Embezzlement.
Straits Settlements and the War.
Commercial.
Hongkong, 17th June, 1916.

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NOTICE

M. R. E. S. LEEDS, of Newchwang and Mukden, draws our attention to the fact that the entry appearing under the firm which bears his name in the current issue of the "Directory and Chronicle for China, Japan, Etc." is entirely incorrect. We sincerely regret the mistake and any annoyance it may have caused.

THE PUBLISHERS.

HONGKONG SHARE MARKET

Messrs. Vernon & Smyth their weekly share report dated 15th June 1916, state:—

The local market during period under review has developed strength, and Docks, Douglas, Sugar Indos have been the medium of transferable business for cash and forward. The Shanghai market has also moved, there being a good inquiry for Cotton shares. The Rubber market again ruled very quiet, and calls for special comment. Bar Silver is quoted at 30 1-10 for ready delivery, and at 30 1-10 for 3 days bills on Shanghai stands at 72.

BANKS.—Sales have been in from \$755 to \$770 and market closely at the latter figure.

MARINE INSURANCES.—Have been quiet market, with prices unchanged in our last. Unions are wanted at \$4.

FIRE INSURANCES.—Have not been business during the week and are nominal at \$156 for China Fire, \$375 for Hongkong Fire.

SHIPPING.—Douglases have laid to a buying rate of \$191 for cash shares are wanted at \$196 August. Indos have been a very strong bid and have advanced steadily to \$124, at which there are further buyers. The Deferred. The Preferred are bid at \$45. Steamboats have been quiet at quoted \$22 nominal. Star Ferry are \$26 nominal.

OLDS.—Shells show a steady since and business has been done at 97 1/2 to 100 1/2. They close with buyers at 101 1/2. Dividend just announced. Angkats have advanced to a buying rate of \$15. 29. Ural Caspian close with probable buyers at \$27 1/2.

REFINERIES.—Have been a very lively market and China Sugars show a further advance to \$120 cash, at which there are still wanted and at corresponding rates forward. Lazon, now converted in the Malayan Sugar Company, Ltd., now a considerable improvement and close with buyers at \$80.

MIXING.—Railways, with no sale reported, have declined to 29 1/2. Raubs are unaltered, with sellers at \$40. Trunks remain at a nominal quotation of 42 1/2.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks, after topping \$121 cash, close rather easier, at probable sellers at \$120. Kowloon Wharves have been done at \$80, and close with buyers at this rate. Shanghai Docks are nominal at \$15. 75, and Hongkong Wharves also nominal \$15. 82.

LANDS, HOTELS, AND BUILDINGS.—Sales of Hongkong Lands have been made at \$101 and there are now buyers at \$101 and probably \$101 1/2. Central Estate can be obtained at \$97. Hongkong Hotel, on offer at the reduced figure of \$104. West Point close with sellers at \$93, and Hongkong close with buyers at \$93.

COTTON MILLS.—A decidedly better market, with a strong demand from the North for Ewes at \$15. 136, Shanghai Cottons \$15. 91, and Kung Yiks at \$15. 134. Yangtzeopos after sales reported at \$15. 5 and 5 1/2 close with buyers at \$15. 5.

MISCELLANEOUS.—China Borneo close with sales at \$84 and further sellers. China Light and Powers are wanted at \$84. Cements have been quiet, with a few sales reported at \$9. 25 and \$9. 30 and there are now buyers at \$9. 25. Electric can be placed at \$44, and Union Waterworks \$14. Tramways have been the medium of small business at \$3. 30. Watsons are on offer at \$8. 75 ex div. and Kopes close at \$32 nominal. MEXO.—Next settlement day, June 29th.

YARN MARKET.

Messrs. Polishwalla & Kotwall, cotton and yarn brokers of Hongkong, in their report dated June 16th state:—

The fortnight following our last report which was issued on the 1st inst. has proved disappointing as far as the turnover is concerned, the business recorded being made up of small parcels of a few chops and confined to a couple of dealers. This is due mainly to the remarkably erratic character of exchange which has puzzled both the buyers and importers alike, and both the sides adopt the waiting game in preference to an unreserved commitment until Silver tends to a settled basis. The consistently discouraging state of clearances prevents dealers from taking a keener interest in the market, and although signs are not wanting that the long-continued political unrest would, at no distant date, give way to peace and order, dealers are unlikely to summon confidence until normal conditions are restored.

Bombay continues well above the level of this market and it is impossible to connect any business, the slump of exchange having widened the price disparity to \$4 per bale.

Sales during the period do not come up to the total of 2,000 bales. Rates mark an advance of \$3 to \$4 per bale. The remitting rate has declined four points during this same interval.

The market closes quiet although on the firm side.

Sold and unsold stock in godowns, 56,000 bales.

ARRIVALS.—The mail steamer Nagoya and extra steamer Bombay from Bombay have brought in 1,200 bales for Hongkong only. Shipments from Hongkong to Shanghai and coast ports, etc., 1,000 bales.

SHANGHAI.—Has better news to give, the fortnightly sales amount to 3,500 bales.

JAPANESE YARNS.—Firm but rather inactive, sales 475 bales, comprising:—100 bales Yellow, 300 No. 20 at \$133; 200 bales Nagasaki, No. 20 at \$133; 50 bales Seto, No. 10 at \$109; 50 bales Seto, No. 20 at \$139; 75 bales 3 Horse No. 16 at \$130.

RAW COTTON.—No sales. Quotations:—Bengal at \$20 to \$25, Chinese at \$25 to \$35 per picul.

SOME TRUE SUBMARINE STORIES

(BY A SUBMARINER.)

Like Brer Rabbit, submarines find it necessary to "lie low an' say nuffin" at times. Such times usually come when a boat is waiting for the Gods of Chance to send within range of her tubes an enemy to whom she can say something he would rather not hear. During these "lie low" periods a boat does not "sleep" in much security. Peril is her bed-fellow, and Mischance, too, may creep in at any moment.

X-00 discovered this when she started for the surface to look round. Soon opportunity of doing business. "Switched on" her after they were "switched on" a series of uncomfortable jerks gave "jumpy" motion to the boat.

"Something round the propellers, I think, sir," exclaimed the commanding officer. "We'll try her again."

And they did. Backward and forward to surge X-00 in a fruitless endeavour to free herself from the obstruction. The trouble grew worse, not better.

"No help for it. We must go up and have a look," reluctantly decided the "C.O."

Now, going up in such circumstances was like taking a blind plunge into danger. One could not tell what might come along, and a submarine awash with her screw "seized up" counts among the most helpless things afloat. However, most helplessly things afloat. However, the risk had to be taken, and X-00 presently heaved her long grey back out of the water, like a huge crippled fish, and lay upon the surface inert.

"Fouled a mine, sir," came from the men who had gone aft to investigate. Ugly news this. It brought a shade of anxiety to the "C.O.'s" face. The mine must be cleared or it would make an end to the boat. But the job was a tricky one. There was imminent risk of the mine exploding while being cut away, and that meant the funeral of X-00 and everyone in her. Very deftly and cautiously the blue-jackets went to work, and at last had the relief of seeing the hawser part and the mine go harmlessly away.

Still, troubles were not at an end. One stretch of wire had become so tightly wound round the propeller that it could not be cleared, and the boat was consequently unable to steam.

What to do in this awkward predicament was the question. Looking around him, the "C.O." espied a trawler in the distance, and he promptly decided his course of action.

"Get out the boat and fetch that chap and we'll make him give us a tow," said he to his "sub."

In a few minutes the submarine's little Berthon was making for the trawler. This was taking another risk, because in these days trawlers are not always the innocent craft they seem. And this particular one might be as inoffensive as she appeared outwardly or she might not.

All this was in the minds of the "sub" and his men as they pulled towards the ship and in the minds of those left in the "sub."

However, luck was with those who ventured, as it so often is. The trawler proved to be only a harmless fishing craft—and German at that. So far from being desirous of destroying anything her only thought was for her own safety, and she tried to ensure this by light. But the "sub" and his boat's crew were too quick for her and they very soon had her heading for X-00, with a hawser was run and the "tow" began.

You are not to suppose all this occurred as simply as it is narrated. Just picture the feelings of a German skipper obliged willy-nilly to convert his show into a tug and take one of the hated English submarines back to the safety of its own home waters. Of all salvage jobs this was the last he would have undertaken willingly. Being a wise man, however, he accepted the inevitable and tried no tricks, while in their tolerant. British fashion X-00's crew agreed that the trawler's men were "not bad chaps," and established fairly amicable relations with them. After the "tow" had been in progress some few hours a British destroyer loomed in sight and flew up to investigate.

"Hullo, old chap, what's up with you?" quoth her captain to X-00's commanding officer, who forthwith told him the whole story.

"Well, I'll pick you up now," said the captain. "What about them?" indicating the Germans.

"They've behaved quite decently, and I'm inclined to let them go," replied the "C.O."

The matter was debated, and finally it was decided that as a reward for their good behavior the Germans should be cast loose. "Make them sing us a song first," suggested the "sub."

"Very well, tell him," and the "C.O." nodded towards the skipper. "Must you sing and sing us the 'Hymn of Hate' and then we'll let you go," said the "sub" to the skipper, who gasped with surprise at hearing this unexpected request.

"Wouldn't something else do? We know lots of songs we'd rather sing for you than the 'Hymn of Hate.' We don't hate you," he remarked naively.

"Oh, no," replied the "sub," who was enjoying the fun of the thing. "We must have the 'Hymn of Hate.' We've heard so much about it that we want to know what it sounds like."

Finding nothing else would do, the skipper lined up his crew by the bridge and they solemnly sang the "Hymn of Hate" to their vastly amused audience.

So delighted were the blue-jackets that they insisted upon an encore, which the Germans gave—and they were then allowed to go.

Whatever may come the way of others who are aiding in our defence at sea, there can be no doubt but that the "submarine" lot is a sufficiently exciting one. To him come the thrilling adventures, the daring exploits, and the long, steady looks into the face of death that rest the endurance of a strong man's soul.

Only rarely does the public get a glimpse of what this branch of the Navy is achieving. Some of the successes of our submarines are known. But we hear nothing of the superb skill and courage

(Continued on next column.)

VOLUNTEER RESERVES.

ORDERS BY MAJOR WAREMAN, D.C., H.K.V.R.

DETAILS

On duty from the morning of Friday, the 16th inst., to the morning of Friday, the 23rd instant, "B" Co. Orderly Officer—Lieut. Beavick.

PARADES FOR THE WEEK ENDING 24TH INST.

Monday, 19th instant:—
Recruits on the Cricket Ground under drill instructor Sergeant Oxberry, at 5.15 p.m. Dress: Drill order.

Machine Gun Section at Wellington Barracks, under instructor Sergt. Bowles, at 5.15 p.m. Dress: Clean fatigue.

N.C.O.s. Class of instruction on the road outside the Law Courts, at 5.15 p.m. Dress: Clean fatigue. Officers will attend.

Signalling Section at Volunteer Headquarters, at 5.15 p.m. Dress: Clean fatigue.

Tuesday, 20th instant:—
"A" Co. on the road outside the Law Courts, at 5.15 p.m. Dress: Drill order.

The following absentees without leave from the parade of "B" Co., on Tuesday, the 13th instant, will parade at the same time and place: Corp. Denkin, Ptes. B. Webb and P. T. Lambie.

Mounted Section on the Polo Ground, at 5.30 p.m., under instructor Staff Sergeant Talbot. Uniform to be worn.

Wednesday, 21st instant:—
Recruits on the Cricket Ground under drill instructor Sergeant Oxberry, at 5.15 p.m. Dress: Drill order.

N.C.O.s. Class of instruction on the road outside the Law Courts, at 5.15 p.m. Dress: Clean fatigue. Officers will attend.

Thursday, 22nd instant:—
Recruits on the Cricket Ground under drill instructor Sergt. Oxberry, at 5.15 p.m. Dress: Drill order.

Machine-gun Section at Wellington Barracks, under instructor Sergt. Bowles, at 5.30 p.m. Dress: Clean fatigue.

Mounted Section on the Polo Ground at 5.30 p.m., under instructor Staff Sergt. Talbot. Uniform to be worn.

Friday, 23rd instant:—
"B" Co. Kowloon Dock and Tai Koo Sections on the Polo Ground at 5.30 p.m. Remainder on the road outside the Law Courts at 5.15 p.m. Dress: Drill order.

Signalling Section at Volunteer Headquarters at 5.15 p.m. Dress: Clean fatigue.

Saturday, 24th instant, nil.

POSTING.

Sergt. A. Leach is posted to Co. "A" Platoon No. 1 as Platoon Sergeant.

Waiting men must parade with the guard.

G. E. H. BARRON, Capt., Adjutant, H.K.V.R.

A FRENCH REPRISAL

A fresh instance of the readiness of the French Government to adopt the principle of reciprocity in the treatment of prisoners of war is afforded by the decision to deduct 25 per cent. from all moneys transmitted to German prisoners in France, and place the sums thus obtained at the disposal of the Treasury.

Until the German Government repeals the regulation under which the exchange value of the mark on moneys sent to French prisoners in Germany is reckoned at its pre-war rate.

Prisoners in France will be encouraged to inform their families of the reasons for this step.

Sir E. Grey, replying to Mr. Malcolm in the House of Commons on Tuesday, stated that "complaints had been received from British officer prisoners in Germany that remittances were made to them at the rate of 20 marks to the £ sterling; remittances to Germany made through the General Post Office worked out at about 25.50 marks to the £ sterling; inquiries had been made of the German Government as to the rate of exchange governing the issue of pay to officer prisoners, and in the event of its being found necessary representations would be made."

which their crews have sometimes to employ in getting out of tight places—just slipping back from the edge of death in time.

What could be more calculated to turn one's hair grey with anxiety than the perilous hours spent by the crew of a submarine when their boat had been "picked up" by the hawser stretched between two of the enemy's "sweeping" ships?

The boat was playing hide-and-seek with vessels that were attempting to destroy her. She had gone to the bottom to get out of the way. But the enemy knew she was somewhere, about and "sweep" for her persistently. When in a submarine one is as sensitive to noises outside her hull as, say, anyone sitting in a room to noises on the wall outside. With their nerves all astir, if "submarines" have any nerves, the crew presently heard a scraping sound which told them that the enemy's hawser was under their boat.

At any moment an explosive charge might come sliding down the wire and blow them all into eternity. Certainly this would happen immediately the enemy found he had "got hold." Everything now depended upon the coolness of the commanding officer, and he proved equal to the enormously difficult task laid upon him. Manoeuvring his boat, he gradually "worked" the boat so that the hawser slipped off her sloping bows and went clear.

More than once his skillful handling of the submarine in this way saved boat and crew. For nearly a "round of the clock" she was dodging death in this hairbreadth fashion and at last got safely away.—J. J. in the Daily Mail.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

NOTICE.

1.—The undermentioned members of the Scouts Co. cease to be attached to the Signalling Section from this date:—No. 1480, Le-Cpl. Walker and No. 1785 Pte. Maltby.

JOINED.

2.—Pte. W. M. Mason having joined is allotted Corps No. 2011 and posted to Signalling Section.

PROMOTIONS.

3.—Reference Order No. 3 of 14th June, 1916, 2nd-Cpls. Matthewman and Hill and Le-Cpl. Marley to be acting Sergeants (unpaid) not Le-Sergt.

For No. 1385 Spr. Brown read No. 1385 Sapper Brewer.

PARADES.

1.—Saturday, 17th inst.:—
1.00 p.m. Artillery Battery (General) at Headquarters. Sergt. Frith, Bomb. Bassford, Gns. Gravid, Heath and Dunlavy.

Sunday, 18th inst.:—
8.15 a.m. Artillery Battery, etc., on Cricket Ground as detailed in Order of 16th inst.

Monday, 19th inst., nil.

Tuesday, 20th inst.:—
5.15 p.m. All units of the Corps (excepting members of duty) at Headquarters. Dress: Drill order. khaki. Officers will wear swords. At the close of this parade (6.15 p.m.) His Excellency the Governor will present the Colonial Auxiliary Forces Officers Decoration (V.D.) to Capt. W. Armstrong.

Wednesday, 21st inst.:—
7.00 a.m. Signalling Section "C" Class at Headquarters.

Thursday, 22nd inst.:—
5.15 p.m. Recruits of all units (except Right Section M. G. Co.) Squad drill at Headquarters. Under Sergt. Major Highy.

5.30 Signalling Section "A," "B" and "C" Classes at Causeway Bay.

5.30 p.m. Mounted Section on Polo Ground under Staff-Sgt. Talbot.

Friday, 23rd inst.:—
5.30 p.m. Defaulters drill at Headquarters under Co. Sergt. Major Witwell.

5.30 p.m. Recruits of Right Section M. G. Co. Squad drill at Headquarters.

Saturday, 24th inst.:—
3.00 p.m. Artillery Battery 10 pr. B.L. Gun drill with mules at Gun Club Hill. Hongkong residents fall in Star Ferry Wharf, Hongkong, 2.35 p.m. and proceed to Kowloon by 2.35 p.m. ferry.

DETAILS

5.—On duty till 22nd inst.—H.K.V.R. NEXT FOR DUTY.

June 23rd.—Left Section M. G. Co.

24th.—Right Section M. G. Co.

25th.—No. 2 Section Art. Batty.

26th.—Scouts Company.

27th.—do.

28th.—do.

29th.—do.

July 7th.—Centre Section M. G. Co.

8th.—Civil Service Company.

9th.—No. 1 Section Art. Batty.

10th.—Left Section M. G. Co.

11th.—Right Section M. G. Co.

12th.—No. 2 Section Art. Batty.

13th.—Scouts Company.

Orderly Officer 23rd to 29th inst.—Lieut. Preston.

Orderly Officer 7th to 13th July.—2nd Lieut. Hegarty.

A. F. CHURCHILL, Capt., Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

COMPANY PARADES.

Central Station, 5.45 p.m. sharp. Uniform with Helmets.

Monday, June 19th.—No. 2 Company.

Tuesday, June 20th.—No. 3 Company.

Wednesday, June 21st.—No. 1 Company.

Thursday, June 22nd.—No. 4 Company.

Friday, June 23rd.—Ambulance Company.

Chief Inspector Wong will detail at least one Drummer to attend each night.

Inspector H. New Fan will act as Orderly Inspector for week commencing June 19th, and will attend these Parades.

CORRESPONDENCE.
CORRECTIONS AND SUGGESTIONS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Your intelligent readers will doubtless have detected a misprint in the letter from me which you kindly printed this morning. For "weight of their purposes" should be read "weight of their purses." The alternative reading suggested by your compositor may, however, contain a germ of truth. Also, for "hungry" may be read "Hungry."

I should like to relieve that genial patriot, Mr. R. Shevan, of his anxiety. The monthly expenditures of 80 cents in qualifying for "the Order of the Excellent Crop" may be unproductive, but it is necessary to keep our heads cool at these times. He should charge it to "Maintenance of Plant."

If the "Wilkinson War Loan Splits" become popular, as I hope they will, the clubs might charge a commission to cover cost of accountancy.—Yours faithfully,
F. B. L. BOWLEY.

Hongkong, 16th June, 1916.

[It is true that our compositor's sense of humour was not keen enough to detect Mr. Bowley's *jeu de mot* and that, consequently, he robbed the "Hungry bugman" of his capital; but "weight of purposes" is what Mr. Bowley wrote.—Ed.]

MORE SUGGESTED ECONOMY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I have read with interest Mr. Bowley's most practical and patriotic letter in your issue of this morning.

As a further addition to the list of "mere luxuries" that might be abandoned I venture to suggest the costly pastime of "going to law."

This would, I think, be productive of a considerable sum saved which could be devoted to War Funds.—Yours faithfully,
G. C. MOXON.

Hongkong, 16th June, 1916.

Y.M.C.A.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Having been educated in a Jesuit school, where I was taught that "the end justifies the means," I must apologise to the various "Believers" who are under the impression that in using that pseudonym I must be a fanatic believer in God or Gospel or Christian propaganda.

What I really meant was that I was a "Believer" in the Y.M.C.A. because I am convinced that it will do good, and I must confess that I used the pseudonym "Believer" to try to win over some of your readers who seemed to be in doubt as to whether they should back the scheme or oppose it. I admit that my action cannot be morally defended, but I hope your readers will excuse me and attribute the subterfuge to my Jesuit education.

Now that H.E. the Governor has shown that he will not be swayed from his purpose by fatuous critics who have never done, or even thought of doing, anything for the public good I hope the building of the Y.M.C.A. will not be put off till the war ends but will be commenced at once, because nobody has questioned the utility of the scheme and if it is really useful why wait?

The investment of the subscriptions in Exchequer Bonds yielding interest at 5 per cent. need be no cause for delay, as naturally some time must elapse before the question of a site is finally settled, plans approved and construction begun. Even then the payments will be spread over a period of at least a year, and by the time the building is ready for occupation the war will no doubt have come to an end. If by any chance the war should still be going on the Directors can easily borrow money at 6 per cent. on the security of the Exchequer Bonds, and the resultant loss at 1 per cent. in interest can easily be borne by the establishment as a small contribution towards putting an end to the war.

Before closing this correspondence I would crave your indulgence to add another suggestion to those already made. As the Hongkong Club does not seem to be much patronised by the members as evidenced by Mr. Shevan's monthly expenditure I think the Committee ought to consider selling, or at least mortgaging, the premises and investing the proceeds in Exchequer Bonds and, as a consolation, allow the members a free hair cut once a month.—Yours, etc.,

BELIEVER.

P.S.—I regret that I really have no time to look through the Bible for a quotation, otherwise I am sure I would easily win "True Believer's" bet. Has he forgotten the proverb that even the Devil can quote the Scriptures to suit his ends?

Hongkong, 16th June, 1916.

SCIENTIFIC PROOF.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I see "Scientific Proof" feels himself wronged by my letter. The case appears to me in this light—Your first correspondent endeavours to show up what appears to him to be a fallacy, his views are given seriously as he feels that the point raised touches on a question which is of vital importance to his religious beliefs. To my mind "Scientific Proof" has a perfect right to question those beliefs (particularly if it is done in the interests of mankind), but if he professes amusement with regard to his opponent's opinions this is liable to be construed as either a supercilious or a patronising attitude. Such an attitude is uncalled for and is objectionable in any logical discussion.

If I have misconstrued "Scientific Proof's" attitude in the matter I am sorry, and if he is able to defend this attitude in a satisfactory manner I will gladly apologise for referring to his first paragraph as insulting.

With regard to "H's" quotation from the 1913 address of Sir Oliver Lodge, I may say that, whilst I have not read the book he mentions, I should think that it would be improper to limit the meaning of the word Science to the study of Physics and Chemistry. John Stuart Mill defines it thus:—"Science takes cognisance of a phenomenon and endeavours to ascertain its law."

In any discussion touching on the Life and Mind of man, the sciences of biology and psychology cannot be neglected, and further, our knowledge of the science of "Organic Evolution" is increasing annually, so that it is now very widely regarded as an established truth, and it is hoped that, as taught by Henri Bergson and others, it will do much towards reconciling the claims of Spiritualists and Materialists. Personally, however, I still maintain that the consideration of such sciences demand is secondary to that of *Moral Philosophy*, which (dealing with our behaviour in regard to one another, or in other words our "duties towards our neighbours") should be acceptable to all religions and creeds.

Any man to whose understanding the Doctrines of the Theologians has not been revealed can only regard it as an unproved theory which may, or may not, be true, and with regard to Materialism and Atheism, both of these are untenable to modern science. However, both Theologian and Materialist should realize that he is, first and foremost, a human being and a member of the society of human beings on this earth and should agree to sink his theories regarding future existence in the common cause of the exigencies and necessities of our present existence. Thus can all creeds be reconciled and bloody war rendered impossible. In the words of Paul Dubois:—"Man's thoughts will set themselves upon the task of ethical improvement. He will live in enthusiasm for what is good, whether he depends upon a religious belief, which satisfies his aspirations towards another world, or whether he seeks to find his road by the path of reason. Rationalists of all times have been accused of pride. The reproach would be justified, if they claimed to have discovered by themselves, or to have invented, the only truth. Their role is more modest: they have only gathered the heritage of previous generations and have taken from it what they understand and love. We could not ask of a man more than this approval of the ideas submitted to him. He has the right to examine them by the light of his reason, even if it be defective, for it is the only lantern that he has in setting out in search of the truth." These beautiful precepts are from "L'Education de soi-même" by Dr. Paul Dubois, of Berne University.—Yours faithfully,

PLEBIS.

Hongkong, 16th June, 1916.

THE Y.M.C.A.

NINTH LIST OF DONATIONS.

The following is a list of the donations made to the Y.M.C.A. Building Fund on Thursday:—

Mr. D. Macdonald \$ 250.00
Mr. H. T. Jackman 100.00
Capt. T. Arthur 10.00
Mr. C. M. Lindsay 10.00
Mr. R. O. Holt 5.00

Already acknowledged... \$4,962.00

FRIDAY'S LIST.

The Hongkong Electric Co. \$ 500.00
The British American Tobacco Company 500.00
The China Borneo Co. 100.00
Mr. R. D. Harvey 50.00
Mr. Frank Graham 25.00
Mr. A. O. Lang 25.00
Mr. A. Hewlitt 25.00
Mr. F. E. Rosser 25.00
Mr. A. S. MacKichan 10.00
A.G. 10.00
Mr. W. Fraser 10.00
Mr. V. Forby 10.00
Mr. G. H. M. Bannerman 5.00
Mr. H. W. Kennett 5.00
Mr. C. P. Ross 5.00

Already acknowledged... \$1,505.00

95,337.00

\$96,842.00

AT THE MAGISTRACY.

A VISITOR FROM HUNGHOM.

P.-c. Perkins, of the Hunghom district, happened to be visiting Yau-mati when he saw a Chinese selling theatre tickets outside the Pao Hing Theatre. He took the man in custody, and the man was fined \$5 yesterday.

A JUBILANT CHINESE.

P.-c. Dorling observed a Chinese, who was riding in a ricksha, on Thursday throwing crackers into the air in great glee. His behaviour was so peculiar that the constable took him in charge. At the Magistracy yesterday he was fined \$5. The only explanation of his strange conduct seems to be that the son of a friend of his had reached the age of a month!

SUPPLIES FOR THE ENEMY.

Application was made to Mr. J. R. Wood yesterday by Mr. J. D. Lloyd, Acting Superintendent of Imports and Exports for the forfeiture of 52 casks of wood tar, which had been seized on June 5th on the *Hakuto Maru*. Mr. Lloyd stated that the goods were at the present time in the Kowloon Godowns. He had ordered the goods to be seized because he had every reason to suspect that they were being supplied to the enemy. His worship made the order asked for.

AN ALERT WATCHMAN.

A Chinese district watchman was commended by the Magistracy yesterday for a timely capture. Apparently two well-dressed Chinese went into a jeweller's shop in Queen's Road, and asked to be permitted to see some jade-stone ornaments. A number of articles were produced by the shopkeeper, and the men seemed unduly long in their examination of the goods. Evidently they were waiting for an opportunity to carry out a daring scheme, and when the shopkeeper's back was turned one of them quietly placed some of the jewellery in his pocket. The man then walked out. A Chinese district watchman had witnessed the whole thing, and although probably too startled to arrest the first miscreant, he rushed into the shop and effected the arrest of the other man. At the Magistracy yesterday Mr. C. M. Orme sent defendant to prison for six weeks, and commended the watchman.

ALLEGED THEFT BY CABIN BOY.

Prosecuting a cabin boy employed on the *Glenogle* on a charge of stealing \$80, the property of the Chief Officer of the ship, Inspector Gordon told the Magistracy (Mr. Orme) that the Chief Officer was on duty on the bridge when the ship arrived in port and in a drawer in his cabin he had placed \$80 with which to pay the pilot and send the mails ashore. When the ship came to anchor the Chief Officer went to his cabin for the money and found it missing. The second officer told him he had noticed the cabin boy come from his room a few minutes before. Four sampans were alongside the ship and in the outer one was the cabin boy. The whole of the missing money was found on him. He was brought back and handed over to the Police. At the station, in answer to the charge, the boy admitted the theft and said he did it because the steward had sacked him.

The case was adjourned until the *Glenogle* returned.

NAVY LEAGUE WAR MEMORIAL FUND.

SECOND LIST OF SUBSCRIBERS.

J. Owen Hughes \$ 150.00
J. T. Dong 100.00
Moxon & Taylor 100.00
W. A. Hannibal 50.00
W. J. Pringle 20.00
F. W. James 20.00
W. Nicolson 20.00
J. M. McHutchon 20.00
C. H. Blason 20.00
J. Morris 10.00
J. D. Danby 10.00
T. J. Fisher 10.00
L. S. Greenhill 10.00
L. A. Barton 10.00
A. M. Wilkie 10.00
J. J. Wain 10.00
John Lennox 10.00
Anonymous 10.00
W. H. Woolley 5.00
E. W. Dawson 5.00
S. H. Dutton 5.00
T. R. Chassels 5.00
C. C. Hickling 5.00
R. W. McIntyre 5.00
W. M. Reeves 5.00
R. J. Rawlinson 5.00

Total as per first list \$ 620.00

Total to date \$1,585.00

E. A. M. WILLIAMS,
Hon. Secretary and Treasurer, Navy League, Hongkong Branch.
Hongkong, 17th June, 1916.

ALLEGED THEFT OF A PASSPORT.

MAXINE JOHNSON ON TRIAL AT SHANGHAI.

SOLD—GERMAN NAVAL OFFICER.
The trial was commenced in the U.S. Consular Court, Shanghai, on June 11th of an American woman named Maxine Johnson, who was charged with the larceny of a passport belonging to F. A. Kalleberg, Norwegian subject. It was alleged that the woman sold the passport to a German naval officer for \$2,550, as a result of which he made for Germany via Siberia. Kalleberg is in the employ of the Chinese Customs.

Mr. C. J. Holcomb, District Attorney, appeared for the prosecution and Mr. J. B. Davies for the defence.
Mr. Holcomb informed the Court that the Government would prove that the defendant while a guest of Mr. Kalleberg, at his house, about January 8th, procured a passport, which she disposed of to a German subject for \$1,500. The German took the passport and proceeded on it to Christiania.

Mr. Kalleberg said that he had known the defendant for about eighteen months. Accused visited his house in the beginning of January. He had obtained a passport for Norway in Kobe, but did not go there because he had changed his mind. The last time he saw the passport, was in the first week in January, when he had it in his hand in his dining-room. There was a general discussion on passport. Some time later he spoke to the defendant about the passport being missing and told her that he had to account for it to his Consul as someone had travelled on it. The defendant said nothing.

Mr. Davies, cross-examining:—Would you have any objection to the defendant appearing before his court, under a subpoena issued by the American Consulate. She was warned before she made the statement which witness read:—

"After being warned to tell the truth, she stated that she knew the Norwegian subject P. A. Kalleberg, acting boat officer in the Chinese Customs. She met him frequently after that time, she staying part of the time at the house in Kiangse Road. On January 24th she went and stayed with Mr. Kalleberg at his flat, 22 Szechuen Road, and stayed there till April 1st this year."

"She explained that Mr. Kalleberg went away to Japan shortly before Christmas. His reason for going was first told to her to be that he wanted to see an uncle staying there, but she afterwards learned that it was a lie, and he later on told her his reasons were to get away from her. She had free access to his flat and often stayed with him for days. Mr. Kalleberg returned from Japan about New Year's day. On January 30th or 6th this year, there was a dinner at Mr. Kalleberg's place, witness and another lady being present and also two gentlemen. A discussion arose about the necessity of making passports and Mr. Kalleberg then produced a large envelope containing two passports, one from Shanghai to Japan and another one from Japan to Europe, besides a ticket to Europe. His photo was attached to it in the left hand corner with consular stamps on it. Witness got very angry, when she saw the passport because it proved that Kalleberg had the intention of going home without letting her know about it. The ticket included in the envelope was an International Sleeping Car Ticket 1st class from Tientsin to Christiania. Kalleberg gave her the ticket to stop the argument going on, and witness kept it for a few days. The two passports Kalleberg put back in his desk. On the morning of January 8th witness took the passport for Europe out of Mr. Kalleberg's desk, the drawer not being locked. Mr. Kalleberg knew absolutely nothing about it. The same day witness sold the ticket and the passport to a gentleman of German nationality for \$2,550 altogether. Witness does not know the name of the gentleman. She was not permitted to know that, but learnt afterwards that he was a naval officer. The arrangements were made through another gentleman of German nationality in Shanghai, whose name witness knows, but positively refuses to give."

When the documents were handed over in private room in Neumann's Café both the gentlemen were present. Payment was made by cash, in notes. The passport was handed over as it was with the photo on. The man, who bought it, was very similar to Mr. Kalleberg in appearance, a little taller perhaps. When arrangements were going on, witness showed the medium person a copy of the photo attached to the passport, as Kalleberg has three copies of the photo and they discussed whether they could use it or not. The arrangement was to the effect that the passport was to be returned within two months. It was, of course, clearly understood that the passport was to be used by the person who bought it."

"Kalleberg never received a cent of the money received for the passport and the ticket. She strongly maintains that Kalleberg is innocent in the whole transaction and takes the whole blame upon herself. Kalleberg did not know anything about the whole transaction and she did not confess anything to Kalleberg until she had confessed to the Norwegian vice-consul on May 15th. Witness is absolutely sure Kalleberg did not know the person to whom the ticket and passport were sold. The latter was a stranger to Shanghai, who had been at Tientsin during the war. She does not think that Kalleberg knows the gentleman, who acted as the medium transaction. Anyhow she has never seen them together or heard Kalleberg speak about him."

(Continued on next column.)

INTIMATIONS

LANE, CRAWFORD & CO.

THE COLOURS OF NATURE

ARE EQUALLED BY

"OLSKINA"

WATER PAINTS

FOR

INTERIOR OR EXTERIOR DECORATION.

WASHABLE.

HYGIENIC,

PERMANENT.

Made by MANDER BROTHERS, WOLVERHAMPTON.

Full particulars from—

LANE, CRAWFORD & CO.,

SOLE AGENTS,

HONGKONG AND SOUTH CHINA.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer \$6.00
Return " " (available also for return by day steamer) 11.60
Single Fare by Day Steamer 8.00
Return " " 9.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

SATURDAY, 17TH JUNE, 1916.
6 a.m. HONAM
10 p.m. KINSHAN.
8 a.m. HEUNGSHAN
5 p.m. FATSHAN.

SUNDAY, 18TH JUNE, 1916.
10 p.m. FATSHAN.
6 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. TAIHAN, Tons 500. | S.S. SUI TAI, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 19TH JUNE, 1916.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 2 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. SUI TAI.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. HAINAN, 689 tons, and S.S. HAINING, 588 tons.

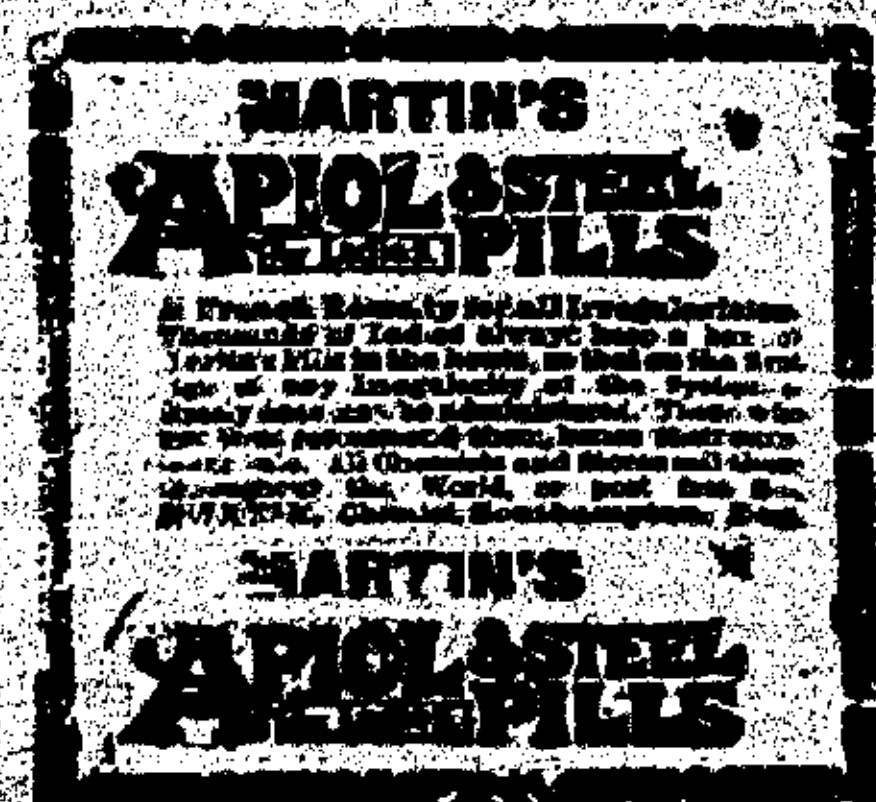
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and HANUI. These vessels have superior cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Total Masted (First Floor), opposite the Bank Pier.

Mr. Davies applied for the case to be dismissed on the ground that the *corpus delicti* had not been proved. He pointed out that the owner of the passport had said that if the passport was taken it was not taken against his wishes. It was essential to a charge of larceny that it should have been taken against the will of the owner.
Mr. Holcomb, in reply, said that if the defendant could go to the Norwegian court and admit her guilt for the purpose of shielding Mr. Kalleberg and Mr. Kalleberg could come to this court and say that the defendant did not take the paper without his knowledge, they would never be able to administer any sort of justice in that court.
The magistrate intimated that if was his duty also to see if any other charge could be preferred against the defendant, and he reserved his decision.



NEW ADVERTISEMENTS

G. B. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of June, 1916, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Kennedy Town, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub-Registry No.	Locality.	Boundary Measurements (Approximate).	Contents in Feet	Area in Acres	Upset Price
10/100	Lot 100, Kennedy Town	100 ft. by 100 ft.	10,000	0.23	1,770

Hongkong, 16th June, 1916. [894]

ROYAL HONGKONG GOLF CLUB.

NOTICE.

FROM TO-DAY till 31st July and thereafter monthly Running Pool Competitions, under Medal Play conditions, will be held at Happy Valley and Deep Water Bay as follows:—

1. Ladies' Pool.
2. Gentlemen's Pool.
3. Mixed Foursome Pool.

A charge of 50 cents per card will be made and the proceeds will be apportioned equally between Pool Winners and "The Star and Garter Hospital" Fund.

Over Deep Water Bay Competitors can only use THREE QUARTERS of their Handicap. In the Mixed Foursome Competition Competitors may change partners as often as they wish.

LADY GEORGE NEVILL'S "QUEEN'S WORK FOR WOMEN MEDAL."

On Saturday and Sunday, 24th and 25th inst., a Ladies' Foursome Competition under Medal Play conditions will take place over Deep Water Bay for two "Lady George Nevill's Queen's Work for Women Medals" kindly presented for competition by Lady May.

Three-eighths of joint handicap to be used. Entrance Fee 50 cents per Couple per Card; as many Cards as wished may be taken out.

Competitors may play with different partners. The sum realised from Entrance Fees will be sent to the "Queen's Work for Women" Fund.

K. M. CUMMING, Hon. Secretary.

Hongkong, 17th June, 1916. [895]

NOTICE.

REUTER, BROCKELMANN & Co. (In Liquidation).

CREDITORS are required to send in their Claims against the above to the Underigned, St. George's Building, Chater Road, on or before FRIDAY, the 30th June, 1916. SHEWAN, TOMES & Co., Liquidators. [757]

NOTICE.

WM. MEYERINK & Co. H. TIMCKE.

ALL CREDITORS are requested to send in their Claims to the Underigned on or before 30th June, 1916. ALEX. ROSS & Co., 4, Des Vaux Road, Liquidators. [758]

WANTED.

FOREIGN ASSISTANT for Book Office of Local Shipping Company. Previous experience essential. For particulars apply to—"BOOK OFFICE" Care of "Daily Press" Office. Hongkong, 16th June, 1916. [785]

WANTED.

BRITISHER seeks Employment, temporary or otherwise. Many years' experience in the East. Excellent references and testimonials. No objection to outposts. Apply—Care of "Daily Press" Office. Hongkong, 30th May, 1916. [746]

WANTED.

FOR Singapore, CHINESE CLERK with a good knowledge of Chinese Characters; thorough knowledge of English essential; would be required mainly for translation work. Apply—"A. B. C." Care of "Daily Press" Office. Hongkong, 29th May, 1916. [741]

FOR SALE.

ONE 104 B.H.P. HORNSBY ACKROYD OIL ENGINE complete with and coupled direct to one 8 K.W. Continuous Current Shunt Wound Dynamo of 60/70 volts with shunt regulators. Also ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps. For further particulars apply to—LINSTED & DAVIS, Alexandra Buildings. [84]

HOUSES TO LET

TO LET—FURNISHED.

"**DESLEIGH**" 6, Bowen Road, for 2 or 3 months from end of July. Apply to—MOWBRAY S. NORTHCOTE, THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. [803]

TO LET.

"**ROCKLANDS**" No. 7, Robinson Road, from 1st August, 1916, or earlier. Apply—M. J. D. STEPHENS, 18, Bank Buildings. [800]

TO LET.

EUROPEAN OFFICES from 1st July, comprising the First Floor of No. 25, Des Vaux Road Central. Apply to—ALEX. ROSS & Co. [796]

TO LET.

FOUR ROOMS at the Upper Terraces with usual Servants' Quarters. Very convenient. Electric Light and Water Carriage System. Apply to—PEAK TRAMWAYS Co. [790]

TO LET.

GLENSHIEL, 141, PEAK. Partly Furnished if required; suitable for a Mess. For all details apply to—"GLENSHIEL," Care of "Daily Press" Office. [783]

TO LET—FURNISHED.

NO. 129, TAW PEAK, from middle July to middle October. For particulars apply—No. 9, Care of "Daily Press" Office. [780]

TO LET.

FURNISHED ROOMS, with or without Board. Every convenience. "BOARD," Care of "Daily Press" Office. [773]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd. Apply to—CHINA FIRE INSURANCE Co., LTD. [852]

TO LET.

OFFICES in Prince's Building. Apply to—SHEWAN, TOMES & Co., Liquidators, REUTER, BROCKELMANN & Co. [872]

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street). Apply to—WILKINSON & GRIST. [891]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November. Apply—DEACON, LOOKER, DEACON & HARSTON. [890]

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING. For particulars apply—THE HONGKONG CENTRAL ESTATE, LTD. [865]

TO LET.

OFFICES, 2nd Floor, St. George's Buildings. Apply to—SHEWAN, TOMES & Co. [818]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [87]

TO LET.

NO. 4, DES Vaux ROAD CENTRAL, First Floor. THE COMMODIOUS DWELLING HOUSE, with Office, Servants' Quarters, etc., No. 14, SHANGHAI, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate. Apply to—DAVID SARSOON & Co., Ltd. [415]

INTIMATION

SPEND YOUR VACATION

IN BAGUIO

(PHILIPPINES)

CITY Built on Fine Clim Hill Swept by Cool and Refreshing Breezes. 5,000 FEET above SEA LEVEL.

65 F. AVERAGE TEMPERATURE.

Eight hours by Rail or Automobile from Manila.

GOLF, TENNIS, POLO.

MOUNTAIN CLIMBING TO ALTITUDES OF 9,000 FEET.

FINEST AUTOMOBILE ROADS IN THE WORLD.

Automobile and Horse Race Tracks. FIRST CLASS HOTELS.

For information, address:—

THE CITY SECRETARY, BAGUIO, P.I., or nearest Office of THOS. COOK & SOY. [788]

G. B. NOTICE

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the CHIEF SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily. Hongkong, 16th July, 1916. 77

FOR SALE.

ONE SET VERTICAL MARINE ENGINES, with three cylinders of 15 inches; 24 inches and 40 inches diameter, with Condenser and Pumps, complete. Also three huge directing boxes, one reducing valve, two discharge valves, one set double safety valves, one steam distributing valve chest with valves, one bulkhead flange for shaft, one main injection valve, and one spare condenser door, all having been formerly used in connection with the aforesaid engines. Built in 1904 and been in use only 14 months.

1,983 lbs.—Self-Hardening Steel.
1,877 lbs.—L. A. Turning Steel.
228 lbs.—Oval Cast Steel.
2,806 lbs.—Round Punching or Turning Steel.

One hundred Kilos Metal Packing. Open to Offers. For further particulars, apply to—GEO. P. LAMBERT, 4, Duddell Street. [411]

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD. 732

ON SALE

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for 1915. S: ion, 1915.

REVISED BY THE MEMBERS.

PRICE \$5

DAILY PRESS OFFICE.

Hongkong, 25th February, 1916.

TO LET.

OFFICES at 3, Connaught Road. HOUSE in CLIFTON GARDENS, Conduit Road.

No. 1, HILLSIDE, THE PEAK. Nos. 1, and 2, WEST END TERRACE, CANTON.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. 32

TO LET.

TWO ROOMED-FLATS in Nathan Road Kowloon.

THREE ROOMED-FLATS in Humphrey's Buildings, Kowloon.

FOUR ROOMED-FLATS in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR ROOMED HOUSES in Gordon's Terrace and Salisbury Avenue, Kowloon. Apply to—HUMPHREYS ESTATE & FINANCIAL CO., LTD. Alexandra Buildings. [802]

INTIMATION

WATSON'S

E

OLD

BROWN

BRANDY



THE PEG O' MY HEART.

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG.

TELEPHONE 616.

BIRTH.

KUMSOO.—On June 10th, 1916, at 255, Amoy Road, Shanghai, to Mr. and Mrs. Y. S. KUMSOO, a daughter.

HONGKONG OFFICE: 104, DES Vaux ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 17TH JUNE, 1916

HONGKONG AND THE WAR LOAN.

Those who think that the war should not be allowed unduly to disturb the even tenor of our daily life no less than those who have been dubbed "perfidious patriots" because they consider that all the money which can be spared at the present moment should be devoted to the vigorous prosecution of the war or to the alleviation of the distress and suffering resulting from it will, we imagine, sympathise with the idea underlying the project recently outlined in our correspondence columns by Mr. C. D. WILKINSON. Briefly stated, that project is as follows. A local Committee of responsible men should be formed for the purpose of receiving subscriptions to a six per cent. War Loan of unlimited amount in sums as small as \$5. In order to save the Banks trouble, the Committee would undertake to accept subscriptions and pay them in bulk into an account specially opened for the purpose, themselves issuing receipts to the individual investors, each of whom would be entitled to a bond as soon as he had subscribed, say, \$50. As the rate of interest on the British Government War Loan is five per cent., the extra one per cent. which it is proposed to pay locally would, of course, have to be raised by taxation. For this purpose Mr. WILKINSON suggests the imposition of a tax, for the time being, on incomes derived entirely from local investments. Those who have invested their savings here—probably lose all were Great Britain to fall; for want of funds, to bring the war to a successful conclusion, and they are, therefore, the persons who should render pecuniary assistance. Having regard to the large sum distributed in dividends by

local companies, of interest received by mortgagees, and of rents paid to investors in the purchase of landed properties in Hongkong, the tax, it is estimated, would amount to a very small percentage; and it could from time to time be reduced as a portion of the war loan was paid off, and eventually cease altogether. By this means "every individual member of the community, whatever may be his station in life, would be encouraged to save, by denying himself luxuries or unnecessary, and would have the satisfaction of feeling that he had assisted the British Empire, and had rendered more secure the future of this Colony, and at the same time had made a good investment for himself." As our readers know, a six per cent. War Loan of two millions sterling was recently raised in a very short space of time by the Federated Malay States, and we should be glad to see this Colony follow the example. Unfortunately, however, the cases are not parallel, for, unlike the F.M.S., Hongkong does not enjoy the advantage of a fixed currency, and consequently difficulties would arise in connection with exchange. Even if the rate of remitting money to London could be fixed for a long term in advance, the interest would be paid by the Home Government in sterling and might, therefore, when converted into dollars represent considerably less than five per cent. on the sum invested. The difference would, presumably, have to be adjusted by the Local Government, but that might involve the raising by taxation of more than one per cent. Again, some provision would have to be made, we think, for clerical assistance in keeping the accounts, and this would involve a further charge. In all the circumstances it seems better to encourage people to purchase Exchequer Bonds, and facilities to this end might well be afforded by the Local Government purchasing a quantity themselves and offering them for sale at the local Post Offices at the day's rate of exchange. Any loss involved by this transaction—and if they are bought while exchange is high the risk is small—and by the payment of insurance and freight could be raised by taxation. It seems probable that the payment of Income-tax by those living outside the United Kingdom will be waived by the Home Government, and even if this concession is not generally granted there is no reason, under special circumstances, why it should not be made in the case of Hongkong. The Home Government has agreed to pay a clear five per cent. interest on the F.M.S. loan, and if the local Government decides to purchase a considerable quantity of Exchequer Bonds such action would doubtless be regarded as equivalent to a loan and five per cent. interest, free of all charges, would be paid accordingly.

The total output of the Kailan Mining Administration's mines for the week ending 3rd June, 1916, amounted to 43,994 tons and the sales to 44,753 tons.

The form of ceremony to be observed in connexion with the funeral of the late President is now under the consideration of the Authorities. The ceremony in vogue in other republican countries will be adopted, there being no precedent in the history of this land to follow. Mr. Yuan Kiating, the eldest son of the deceased President, wishes the funeral to be carried out promptly as he does not desire to remain in Peking longer than is necessary. He has decided to return to his provincial home together with his father's remains as soon as possible.

The Golf Club is to be congratulated on its arrangements for Competitions during the summer. As may be seen from to-day's advertisement a series of Pool Competitions has been inaugurated over both Happy Valley and Deep Water Bay Courses. For each Card taken out in any of the Competitions a charge of 50 cents will be made, the proceeds being apportioned equally between the pool winners and the "Star and Garter Hospital" Fund. The first series of Competitions will be run over the period from 17th June to 31st July, and after the latter date will be continued monthly. The Committee desire the hearty co-operation of all members in making a success of the Competitions, as every little helps, and if the Club members enter into the spirit of the Competitions, this well-deserving Hospital Fund should appreciably benefit.

CANTON RAILWAY OUTRAGE.

AMERICAN MISSIONARY KILLED.

Further details of the dastardly derailment and "hold-up" of the express from Canton to Kowloon, between Sun Tong and Nam Kong (about 21 miles from Canton) show that an American missionary, named Hammond, and two Chinese passengers were killed, and 26 Chinese injured. Mr. Hammond was travelling in front in the third-class coach nearest the engine. The wonder is that the casualty list is not appreciably greater. The robbers had planned the "hold-up" very cleverly, and two lengths of rail were taken up near a sharp bend, round which the driver could not possibly see. The train was travelling at between 30 and 35 miles an hour at the time, and the engine was severely damaged, while the two foremost coaches telescoped and were smashed. The driver and fireman miraculously escaped, but the passengers in the front coaches were all either injured or suffered a severe shock. We understand that there were about 180 passengers travelling. One of the employees on the train, who happened to be in the kitchen, was severely scalded by hot water, and he fell back on to the stove, being also severely burned on the back.

A terrible panic ensued, and the fright of the passengers was aggravated when they found themselves held up by a well-armed and desperate gang of robbers. They were relieved of practically everything they possessed save the clothing they were wearing, and the robbers then made good their escape.

Information reached Canton, and a break-down gang and other assistance was speedily sent to the scene of the outrage. Trains ran from Canton to the spot where the rails had been torn up, and the authorities at Kowloon also despatched help. The passengers and baggage were transferred, and arrived at Kowloon at 4.30 p.m. Trains were run as usual, the only delay, of about half an hour, being occasioned when the passengers were transferred. Early yesterday morning the track was reported all clear again.

We understand that Mr. Hammond was stationed in Hongkong, and that his wife and two children reside at Causeway Bay. The body was brought down by train last evening for interment in Hongkong.

DOG DISTINCTIONS.

JUDGMENT IN THE SUMMARY COURT.

In the Summary Court yesterday, Mr. Justice Hazeland, Acting Puisne Judge, delivered judgment in the case in which a Chinese maid-servant named Fong Yee claimed \$200 damages as the result of injuries she sustained from having been bitten by one of three dogs owned by a neighbour named Chai Wan Chi. The defence was that the dog which bit the plaintiff was not owned by the defendant, whose dogs, it was stated, had never been known to bite anyone.

In the course of his judgment his honour dealt with the demeanour of the various witnesses, describing them as favourable according to the impression created in his mind. "In the course of my judgment," also remarked the Puisne Judge, "where it is necessary to refer to the sex of the dogs, I propose to use the words female dog and male dog." He had to decide three questions. Was the plaintiff bitten by a dog? If yes, was the dog which bit the plaintiff the defendant's dog? If the dog was the defendant's dog, which dog was it? With regard to the first question he decided in the affirmative. With regard to the next two questions his honour said that the evidence went to show that the defendant had a fourth and a big dog, and that it was this dog which bit the plaintiff, the same dog not being produced in Court with the other three. The plaintiff had stated that the dog which bit her was a female dog, and the dog which was missing from the Court on the day the dogs were produced was a big female dog.

He gave judgment for plaintiff for \$120 and costs.

THE CHAIRMAN'S TEXT.

To a conscientious objector before the House of Commons Appeal Tribunal recently, the chairman (Mr. Donald Maclean, M.P.) said: "You have given me a lot of texts, and now I'll give you one. Look up Numbers xxxii, verse 6, and you will find these words, 'Shall your brethren go to war, and shall ye sit here?'"

THE WAR.

BRUSILOFF'S LATEST CAPTURES.

AUSTRIAN RIGHT WING'S PERIL.

NAVAL SKIRMISH IN BALTIC.

LAST SCENES ON H.M.S. "HAMPSHIRE."

PROGRESS IN EAST AFRICA.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE GREAT RUSSIAN OFFENSIVE.

AUSTRIAN RIGHT THREATENED.

PETROGRAD, June 16th.

The Russians now hold the Dniester between the frontier and a point considerably to the west of the confluence of the Strypa and the Dniester.

The Russians' most immediate object is Kolomea, from which they are three days' march distant, and unless there is a sudden and unexpected change in the strategic situation, only prompt retreat will save the Austrian right.

The Russian losses in forcing the Dniester were small, owing to very skilful tactics.

The enemy has not yet received any appreciable reinforcements.

A communiqué shows that the Russians are now half-way between Lutsk and Vladimir-Volynsky, and are employing cavalry most effectively. The Cossacks made a brilliant charge and sabred an enemy squadron.

VIGOROUSLY PURSUING AUSTRIANS.

The Russians are vigorously pursuing the Austrians and have captured several villages west and south-west of Dubno. The disorganisation of the enemy is evidenced by the fact that General Sacherbafoff has captured 17,414 prisoners, and twenty-nine guns on one small sector. The material that has been abandoned everywhere by the enemy has been so huge that it is impossible to determine the amount.

Fighting is developing in the North, where the Germans to the south of Smorgon attempted to attack but were repulsed.

A communiqué mentions several engagements of large enemy forces in the Baranovichy region, north of the Pinsk Marshes.

FALL OF KOVEL IMMINENT.

PETROGRAD, June 16th.

The Russians continue their victorious advance in the direction of Kovel, the fall of which is regarded as imminent.

BRUSILOFF'S CAPTURES.

PRISONERS AND BOOTY INCREASED.

PETROGRAD, June 16th.

A communiqué says that General Brusiloff, continuing the offensive, has now captured over 150,000 prisoners, 163 guns, 266 machine-guns, and 163 trench-mortars. The Germans violently bombarded many points on our Dyina and Lako Narotch fronts, but all attempts to leave their trenches were repulsed. In the Baronivitchi district he captured trenches, but was expelled.

CZERNOWITZ EVACUATED.

RAILWAY DESTROYED AND ROLLING STOCK REMOVED.

BUKHAREST, June 16th.

The Austrians have evacuated Czernowitz, taking with them many of the inhabitants whom they had arrested. The railway southwards has been destroyed and the rolling stock removed.

Trains of wounded have been sent to Dornavatra, on the Rumanian frontier, 70 miles south-west of Czernowitz.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

RUSSIAN DESTROYERS ACTIVE.

THREE ENEMY WAR VESSELS SUNK.

PETROGRAD, June 15th.

A communiqué says that on the night of the 13th-14th our torpedo-boats attacked an escorted convoy, and sank two of the escorting ships—of the small torpedo-boat type—and also an auxiliary cruiser, capturing the crew. We suffered neither loss nor damage. The convoyed vessels took refuge in Swedish waters, preventing pursuit.

Stockholm, June 15th.

It is reported that besides a German auxiliary cruiser, five German merchantmen were sunk in the Baltic fight.

LAST SCENES ON H.M.S. "HAMPSHIRE"

EXAMINATION OF SURVIVORS

LONDON, June 15th.

The Admiralty announces that as a result of an examination of the survivors of H.M.S. *Hampshire* the following conclusions have been reached:—

That the vessel struck a mine and sank in 15 minutes. All hands were sent to their stations for abandoning the ship.

Lord Kitchener was last seen on the forebridge near where the Captain's boat was hoisted.

The Captain was heard calling Lord Kitchener to get into the boat, but none was able to say whether Lord Kitchener got in.

None of the boats cleared the ship, but three rafts did. There were 50 to 70 persons on each, but the men gradually dropped off from exhaustion and exposure to the cold.

"MAKE WAY FOR LORD KITCHENER."

A supplementary statement of the *Hampshire* disaster says that there was a heavy gale blowing, and the seas breaking over the ship necessitated partial battening down. When the vessel was mined she immediately settled at the bows, heeling to starboard before she sank. One boat broke in half while being lowered, and the occupants were thrown into the water.

As the men were moving up one of the hatchways to their stations Lord Kitchener appeared, accompanied by a Naval officer. The latter called out "Make way for Lord Kitchener."

Both ascended the quarter-deck, and subsequently four military officers were seen on the port side of the quarter-deck, walking aft. The Captain called out for Lord Kitchener to come up to the fore-bridge.

A large number of the crew used lifebelts and inflated waist-coats, which were most effective in keeping them afloat. Of 71 on one raft only six survived. There was a private soldier on one of the rafts, and it is not known what became of him. Some of the crew must have perished in trying to land on the rocky coast after their long exposure. Some died after landing.

Admiral Sir John Jellicoe adds:—"I cannot adequately express the sorrow of the Grand Fleet at so distinguished a soldier and so great a man losing his life while under the care of the Fleet."

[THROUGH REUTER'S AGENCY.]

THE JUTLAND NAVAL FIGHT.

ANOTHER ENEMY ADMISSION.

COPENHAGEN, June 15th.

The *Kieler Zeitung* admits that the new German cruiser *Frankfurt* was damaged in the battle off Jutland.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE VERDUN LULL.

GERMANS' EXPECTANT ATTITUDE.

PARIS, June 15th.

A semi-official announcement, commenting on the lull at Verdun, says:—The Germans are observing an expectant attitude in view of events of which they feel the menace is becoming more imminent.

CALM ON BRITISH FRONT.

LONDON, June 16th.

General Sir Douglas Haig reports that there has been quiet on most of the front. The situation is unchanged at Zillebeke, where there has been reciprocal shelling on the front we re-captured.

NO INFANTRY ACTION.

PARIS, June 15th.

To-day's communiqué reports that there has been no infantry action on the Meuse.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

ALLIES' ANTI-GREEK MEASURES.

ATHENS, June 16th.

The Allies' commerce restriction measures are still disquieting. No steamers have so far left the Piræus.

Replying to complaints uttered by Deputies in the Chamber, of deaths and famine in the Epirus, M. Gounaris asserted that the Government was powerless to relieve the sufferers, because the Allies were holding up cargoes of wheat and flour at Corfu and Salonika.

GREEK FINANCES.

ATHENS, June 16th.

The Budget for 1916 has been introduced and shows a deficit of £10,500,000. It was announced that an agreement had been concluded with the National Bank for a loan of £4,500,000.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ITALIANS CAPTURE TRENCHES.

ROME, June 15th.

A communiqué says:—We repulsed attacks at Mount Nevogno and have captured trenches east of Montefalcone. We have taken 500 prisoners.

GENERAL.

[THROUGH REUTER'S AGENCY.]

MR LLOYD GEORGE POSSIBLE WAR MINISTER.

LONDON, June 15th.

It is stated that Mr. Lloyd George has been offered the post of Secretary of State for War.

THE ALLIES' ECONOMIC CONFERENCE.

FRENCH PREMIER'S OPENING STATEMENT.

PARIS, June 15th.

M. Briand, in opening the Economic Conference, emphasised the necessity of striking a blow at the enemy's industrial vitals and also of economically restoring the countries which had been victims of hostile occupation. For this purpose the Allies must exact exceptional measures of defence and compensation at the expense of the vanquished enemy.

MAINTAINING ORDER IN PERSIA.

LONDON, June 15th.

Sir P. Sykes' mission to Persia is an arrangement with the Persian Government for the purpose of assisting in the restoration of order, and for preventing the passage of German and Turkish emissaries.

[THROUGH REUTER'S AGENCY.]

KASER AND AMIR.

FUTILE EFFORT TO GAIN ANOTHER ALLY.

LONDON, June 15th.

Sir Francis Younghusband, interviewed by a Reuter's representative, said that the Kaiser had sent a letter to the Amir of Afghanistan, urging him to declare "Jihad" (Holy War), but the Amir stood firmly by his promises.

DEAR FOOD IN HOLLAND.

DEMONSTRATIONS BY HUNDREDS OF WOMEN.

THE HAGUE, June 15th.

A deputation of hundreds of women waited on the Premier and the Minister of the Interior, demanding a reduction in the price of foodstuffs.

The Minister said that he had adopted measures which he hoped would be effective.

There were also demonstrations in Rotterdam. The police charged the crowd with clubs, dispersing it after windows of foodshops had been broken.

PROGRESS IN EAST AFRICA.

LONDON, June 15th.

General Smuts reports that the Northern Column has reached Wilhelmstal, while Tanga is reported to be clear of the enemy.

THE IMPERIAL INSTITUTE.

NEW EXECUTIVE COUNCIL.

LONDON, June 15th.

The new Executive Council of the Imperial Institute includes Sir W. H. Clark, of the Board of Trade; Sir John Hewitt, and Mr. L. J. Kershaw, appointed by Mr. Chamberlain; Sir R. W. Carlyle, appointed by the Raj; Lord Islington, Sir M. F. Reid and Sir W. Taylor, ex-Resident General of the Malay States, appointed by Mr. Bonar Law; and the following wazirs:—Mr. P. S. Katti, Wilson College; Mr. T. S. Narayana, of the Government College; the Rajah of Mundry and K. A. Rau of the Presidency College, Madras.

PREMIER'S PERGRINATIONS.

LONDON, June 15th.

Mr. Asquith is now visiting the Fleet.

AMERICAN PRESIDENCY CAMPAIGN.

A "PREPAREDNESS PARADE."

WASHINGTON, June 16th.

President Wilson, carrying the American flag, led 75,000 men, women and children on a "Preparedness Parade" to emphasise the Capital's demand for an adequate Army and Navy.

In a speech after the parade, Mr. Wilson declared that the attempts of foreign-born persons to blackmail political parties in the interest of foreign Governments must be stopped.

MR. WILSON'S POPULARITY.

ST. LOUIS, June 16th.

Mr. Glynn's prediction that President Wilson would be re-elected evoked a demonstration which only ceased at the solicitation of the speaker. The delegates forced Mr. Glynn to repeat the passage declaring that "Americans were willing to fight and die when reason primes the rifle and when honour draws the sword."

Tears streamed down the face of Mr. Bryan, who was seated among the reporters, causing shouts of "Wilson's policy satisfies Bryan."

NOMINATED BY ACCLAMATION.

ST. LOUIS, June 16th.

The Convention nominated President Wilson by acclamation.

THE SITUATION IN CHINA.

PEKING, June 16th.

Liang Shi-yi, Director General of the Customs, has resigned, but retains the Presidency of the Bank of Communications. He was one of the principal promoters of the monarchical movement. He is also regarded as largely responsible for the financial crisis. His dismissal and punishment was one of the chief demands of the Southerners.

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

A STATESMAN'S END.

PEKING, 8th June.

Nothing befitted him more in life than his manner of quitting it. These words may be aptly applied to Yuan Shih Kai and his timely demise. By his death he has saved his country. The differences which existed between the seceding provinces and the Central Government have now been composed, and, in effect, China has become a united nation again.

When last I wrote I mentioned that there was no apparent solution of the crisis which threatened the national existence of China, but, like others who have faith in the Chinese faculty for compromise and accomplishing the apparently-impossible, I felt that a solution would somehow be found. Now it has been provided by the convenient death of Yuan Shih Kai, which to many people seems providential.

For a week or ten days prior to his death there had been persistent rumours that he had passed away, the general suggestion being that he had been "assisted" to depart, but investigation proved that these rumours were absolutely untrue. It was known, however, that the "old gentleman" was far from well, that he was broken-hearted, and had no wish to recover. His disease was doubtless aggravated by the fact that both Western and Chinese methods of treatment were applied to the distinguished invalid. At any rate, the end came with startling suddenness on Tuesday—starting to the country but not to those who were aware of his condition. He passed away in the presence of several of his old friends and of his sons.

The sad intelligence spread quickly. No attempt was made to suppress the news, and within an hour or two the city was agog with excitement. Regret was felt by the decently minded, but the opponents of His Excellency made no effort to conceal their elation. It must be admitted, however, that the feeling which was uppermost was a sense of relief, a feeling that the situation had been eased, and that the death of this great man had brought peace to the troubled country. Flags throughout the city were half-masted, and the newspapers all appeared in mourning.

In accordance with Chinese etiquette, Li Yuan Hung declined the honour of President, but he was persuaded by Hsu Shi Chang and Cabinet ministers to assume the title and the office. He received assurances from the military and police heads that order could be maintained in the capital, and there seemed to be no reason to apprehend any disturbance. Some of the Legations, however, betrayed nervousness, a fact which was not lost upon the Chinese, many of whom made immediate preparations for departure to Tientsin or sought sanctuary in the Legation Quarter. The French Legation called their nationals into the Legation, the Austrian Legation called their nationals into the Legation, the Austrian Legation Guard got busy preparing sandbags, and the Italian Guard found occasion for engaging in a like occupation, but the British simply warred their nationals to be prepared for anything that might happen, at the same time stating that they did not expect any trouble. Tuesday night passed quietly, and so did Wednesday night, after which the exodus ceased and excitement simmered down.

THE NEW PRESIDENT.

Li Yuan Hung was formally inaugurated President on Wednesday, and soon afterwards he issued three brief mandates announcing that he had assumed the office of President and calling upon all officials to continue in their positions. His Excellency has started well. He has secured the loyalty of all the provinces, and military strife has been ended. Feng Kuo Chang has approved of the new President, and even the truculent Ohang Hsun is a supporter of the "new" Peking Government. I have just returned from a visit to my front door, where I watched the President pass in a motor-car to the President's office to begin his duties. The authorities took no risk. They had the route doubly lined with troops, and all traffic was stopped. Riches, carts, donkeys and pedestrians were herded into shops and compounds, or chased up buildings, until the great man whirled past. His car must have travelled at a rate of from 30 to 40 miles an hour. He must have only looked to see that the officials were at their appointed places, for he returned in less than an hour.

It is believed that a "compromise" Cabinet will be constructed. Probably Tsai Ao and other Southern leaders will be given portfolios. At any rate, we may expect in course of time to see the old party struggles renewed.

(Continued on next column.)

BOMBARDMENT OF COAST TOWNS.

MR. BALFOUR'S VIEW.

GROWTH OF BRITISH NAVAL STRENGTH.

The following letter was sent to the Mayors of Lowestoft and Yarmouth by the First Lord of the Admiralty, who received a deputation in reference to the recent bombardment of those towns:—

In accordance with the promise which I made to the deputation from Lowestoft and Yarmouth which was good enough to wait upon me this morning, I have much pleasure in sending you for communication to your town council a brief letter upon the subject of German raids on the East and South-East Coast of this island.

From the naval and military point of view the German bombardment of open towns has so far been singularly futile. Judging by the three attempts already made, the method is to send over a squadron of fast battle-cruisers who bombard some undefended watering-place or fishing towns for half an hour and then return at full speed to the protected waters of the Heligoland Bight. A certain number of non-combatant men, women, and children are killed (the total number in all with raids is 141), a certain amount of private property is destroyed whose value does not greatly exceed the cost of the material used in its destruction, and an ever-deepening disgust is aroused against German methods, and no military advantage whatever is obtained.

But this is only part of the story, and you have emphasized what the Admiralty well know, that even half an hour's bombardment must cause anxiety and in some cases even terror among women and children who cannot estimate the power of the enemy or forecast his purposes. You therefore ask me whether I can say anything to reassure these helpless civilians whose fathers, brothers, and sons are so gallantly fighting in the North Sea and the Mediterranean. I think I can.

In the first place, let us observe, that considered by itself, the recent raid on Lowestoft and Yarmouth is not from the German point of view a very wise operation. There is little to get by it and much to lose. It is true that the hurried visit was so shortened as to make it unlikely that the Grand Fleet could intercept them before they regained a place of safety, but while this made it impossible for them to effect anything of importance from a military point of view it did not save them from serious risk. They cannot again count on coming into an area patrolled by submarines without suffering a loss far greater than any which they inflict upon us. No damage to an unfortified town could compensate them for the loss of a Dreadnought cruiser.

Why, then, it may be asked, did they undertake the adventure? The answer, conceive, is that, having deceived the Irish rebels to their destruction by the promise of a serious attack on Great Britain, they made a show of fulfilling the engagement by bombarding Lowestoft and Yarmouth for 30 minutes. It is not an experiment which (so far as we can judge) they would be well advised to repeat. This would be true even if the distribution of our naval forces on the East Coast was undergoing no alteration. In the earlier stages of the war considerations of strategy required us to keep our battle fleets in more northern waters. Thus situated, they could concentrate effectively against any prolonged operation such as those involved in an attempt at invasion, but not against brief dashes effected under cover of the night. But with the progress of the war our maritime position has improved. Submarines and monitors, which form no portion of the Grand Fleet, are now available in growing numbers for coast defence, and what is even more important, the increase in the strength of the Grand Fleet itself enables us to bring important forces to the south without in the least imperilling our naval preponderance elsewhere.

It would be unfitting to go into further details, but I have, I hope, sufficiently stated the reasons for my conviction that another raid on the coast of Norfolk (never a safe operation) will be henceforth far more perilous to the aggressors than it has been in the past, and if our enemy be wise is therefore less likely.

THE MORATORIUM.

The financial situation has become intolerable. We witness the extraordinary spectacle of Government departments refusing to accept Government bank notes. Fordstuffs are not being brought into the city by the country people, and the city is in dire straits. Not only are prices exorbitant, but food is practically unobtainable. Even the Government purchase of rice from Anhui will effect little betterment. To-day there are prospects of relief, and in a day or two it is expected that the Banks will resume payment.

GERMAN BARRACKS BURNED.

Last Saturday the German barracks caught fire. Foreigners left their dwellings and their pleasures at the Hotel des Wagons Lits and elsewhere to walk along the wall to see the blaze. It was quite a big one. The Germans had the assistance of Austrians and Americans, and got the fire under control, but not before they gutted the officers' mess. The story here is that the building caught fire in the course of the celebrations of the German naval "victory."

THE KING'S BIRTHDAY.

Sir John and Lady Jordan were at home on Saturday afternoon to the British community. A feature of the gathering was the muster of volunteers in uniform. Just after six o'clock the bugle sounded and they fell in on the barrack square with the 18th Infantry. The detachment marched to the front of the Minister's House, where they gave the royal salute and were afterwards inspected by His Excellency, who subsequently addressed a few words to the soldiers and volunteers. Three cheers for His Majesty concluded the proceedings.

as to afford complete protection. Built to operate in shallow, tideless waters, this method of using them could hardly have been in the mind of their designer. To employ them for defence instead of offence is directly contrary to all the generally received notions of British naval strategy.

THE ALIEN PERIL.

ANTI-BRITISH GANG IN LONDON
BROKEN UP.

Mr. Herbert Samuel was the guest at a luncheon at the National Liberal Club, at which Lord Lincolnshire presided. In his speech the Home Secretary reviewed the situation in Ireland, emphasized the value of the power of internment conferred on the Home Secretary by stating how a gang of naturalized Germans had been broken up, and defended the Government against the charge of tardiness in the matter of introducing general compulsion.

The criminal undertakings of our enemies in Canada and the United States, he said, showed how necessary it was in Great Britain to maintain incessant vigilance. There had been some complaint in Liberal newspapers against the powers under the Defence of the Realm Act which enabled the Secretary of State to intern persons of hostile origin, even though naturalized, without trial. He could only say that these powers were essential. Only within the last few weeks there had been discovered in the very heart of London a public-house occupied by a naturalized German, which was the resort of other naturalized Germans, where language was used of a treasonable and anti-British character, and which might have become a most dangerous centre. He doubted whether any charge could have been formulated under ordinary law. But it was obviously necessary to deal with cases such as that, and the power in his hands enabled him promptly to intern all the men who were concerned. Their case was heard by the Advisory Committee, who approved of the action which had been taken; and he could only say there, among that audience of Liberals, that, desirous as all were to maintain to the fullest possible extent the liberty of the subject, he, for his part, in time of war, could in no circumstances consent to surrender the power entrusted to him. (Cheers.)

Dealing with the Bill for General Military Service, Mr. Samuel remarked that the Government had been criticized by some for delay and for not pressing this measure before Parliament 12 months ago. At that time men were flocking to the colours faster than the War Office could equip them with arms. For supply them with officers, and these facts being known throughout the country, the opposition to such measure, in his opinion, would have been strong and formidable. The Government waited until the necessity for it was clearly shown, and he believed that no harm had been done from the standpoint of our domestic affairs the change had now been effected without shock. No doubt the present Government might have done better than it had done both at home and abroad, but he was perfectly sure that most of their critics would have done very much worse. For his own part he could discern no figure which could take the place with advantage of the present Prime Minister. (Cheers.)

THE SITUATION AT HOME.

FAMILY AND BUSINESS
REVOLUTION.

THE MARRIED CALLS.

The last stages of the new Compulsion Bill and the calling of the last groups of married men are signal guns of two simultaneous and enormous revolutions in home and business life.

The war is brought home to almost every family in the land, and almost every business in the land is confronted with immediate problems of how to carry on.

The private homes of the new recruits are already mobilising their resources and demobilising their unrequited intimates. Husbands are mobilising their floating financial resources and budgeting for the future of wives and children left without their breadwinners. They are mobilising their kindred and friends, and many of the wives of the men who are going are either arranging to share homes with women relations and friends whose husbands are also called up, or endeavouring to arrange to live near them for mutual company and comfort.

Husbands and wives are demobilising heavy rent commitments, education expenses, domestic servants, and all their other present schemes of living and expenditure. Men with large houses are seeking medium-sized houses; men with medium-sized houses are seeking small houses. There is a "boom" in flats and unfurnished houses. House agents and removals report a sort of "general post" all over the country.

MORE BUSINESS WOMEN.

The revolution in business life is no less far-reaching and disturbing. Businesses which have been working with a skeleton staff find themselves threatened with dislocation of the skeleton. The greater claim of their country is taking from them men who are bones of the bone of their organization.

The wiser and more far-seeing of them have been gradually filling up their ranks with women workers.

In the meantime business houses are also mobilising all their resources and demobilising their normal expenditure. In every alert business house the economist is setting to work. —Daily Mail.

THE OPERATIONS AT TSINGTAU.

TRIBUTE TO JAPANESE GUNNERY.

The British War Office has issued the dispatches written by General Barnardiston describing the operations of the British forces taking part in the Tsingtau operations.

The British Commander says that throughout the bombardment the Japanese artillery was surprisingly good, both in regard to accuracy and numerical superiority, and was the principal factor compelling the surrender of the Germans. —Mainichi-Chronicle Service.

LABOUR'S STAKE IN THE WAR.

MR. HUGHES'S CHALLENGE TO
FREE TRADE.

Mr. Hughes, the Prime Minister of Australia, sounded a stirring call to the people to organize for victory in a speech which he made to a patriotic Labour demonstration at Queen's Hall, arranged by the British Workers' National League.

The following are the main points in the speech:—

The issue of the war means life or death to Labour. Britain, which believes in Liberty and Right, is arrayed against a people governed by Despotism and believing in Force.

It is the people's war. They alone can ensure victory; but victory can only be won by organization.

British industries, as a whole, are not organized at all; to compete successfully with those of other nations they must be as completely organized as an army.

Until we organize on a national basis, as Germany has done, we cannot hope to win the war or hold our own in trade. You cannot organize on a policy of laissez faire.

New industries need to be created to help industries formerly dependent on German help; and science must be called in to help.

More food must be grown at home, and the balance necessary obtained within the Empire.

The welfare of the nation depends on its crop of men; and industry must be so organized as to secure a numerous and virile people. This means reasonable wages, secure employment, and healthy labour conditions.

This war has given hundreds of thousands of men and women their first taste of decent wages and labour conditions. If they do not want to go back to the old conditions or worse they must look to their future now; while they have the opportunity.

If we do not act promptly, industrial chaos will accompany peace. The people must organize, not only to win the war, but to reap and retain the fruits of victory.

Do not be lulled by parrot talk about Free Trade. Labour owes nothing to the policy of laissez faire, which is hopelessly unfitted to cope with this great crisis.

LORD MONTAGU ON AIR
POLICY.

THE ZEPPELIN MENACE.

Lord Montagu, speaking at a meeting at Ealing organized by the Navy League in support of the campaign for a more comprehensive and vigorous air policy, mentioned that since the beginning of the war the Royal Naval Air Service had been increased by 40 times and the Royal Flying Corps has also been augmented. The figures within a few months would be very largely exceeded, but the time had arrived when the air service should be capable of independent action, and when both the Royal Naval Air Service and the Royal Flying Corps should be placed under one united control as an Imperial Air Service.

Referring to recent Zeppelin raids, he said, "You noticed that the last Zeppelin raid was further north than any which had hitherto taken place. They are gradually creeping up the coast northwards. Everybody knows why. There is no secret about it. Part of our Fleet is in proximity to Cromarty Firth, and part is further north. Everybody knows that, including the Germans. I was told by a friend of mine who lives in Aberdeenshire that they came close to where he is living the other day. Perhaps some of these Zeppelins miscalculated the mileage and the petrol in their tanks, because there is no doubt that the Zeppelin which was wrecked off the coast of Norway ran short of fuel and was brought down. Another had not the power to get high enough, and suffered the same fate. But we must not rest in that, because all these lights now are largely matters of experiment. The Zeppelins are being built at a rate, probably, as far as we can make out, of one a fortnight, or 26 a year, and the Germans are not losing them at the same rate.

"There is another point—Zeppelins are becoming more perfect. The one which was wrecked off the coast of Norway the other day, I am informed, had six engines—one more than any Zeppelin had hitherto been known to possess. They are also much longer, and they are carrying a greater supply of fuel, so that, although we were lucky last week in having three destroyed, you must not go away with the idea that Zeppelins are a thing of the past; they are only just beginning."

The following are some of the other points made by Lord Montagu in the course of his speech:—

General Petain, the hero of Verdun, talked the other day of a French aerial force of 50,000 aeroplanes. In my wildest dreams I have never dared to put before even the mildest of Cabinet Ministers any figures of that sort, but I have suggested that we might eventually get into five figures if great energy is displayed and immediate action taken.

The whole way from the coast of Denmark to the coast of Holland the Germans have a constant patrol of rigid airships, able to stop in the air for at least two days, and I believe, more, able to see over a horizon measured by, say, 70 or 80 miles, instead of seven or eight in the case of a destroyer, and able thereby to inform the German Fleet about the movements of our Fleet. We have no such rigid airships.

Hitherto there have been 30 raids over this country, and we have only succeeded by our gunfire, both by sea and land, in bringing down three. It cannot be pretended that any of us is satisfied with that result.

The maximum height at which a Zeppelin can come over to this country laden with bombs is probably between 6,000ft. and 7,000ft. It might be 8,000ft. in certain conditions of weather. But as soon as she has discharged her bombs she can attain a much greater height—probably somewhere about 10,000ft.

The proper place to stop the Zeppelin is not when it gets over London, but when it leaves Germany. It is then at its lowest point and stuffed with bombs, and if you happen to hit one of the bombs the Zeppelin will be no more.

ENGLISH WAR WORKERS.

AN AMERICAN POINT OF VIEW.

[FROM AN AMERICAN CORRESPONDENT TO "THE TIMES."]

For 10 hours each night, in explosive-proof houses shaken by the roar of machinery, or filled with the fumes of picric acid, three thousand women are making ammunition for the King's Army, for Russia, and for Japan. And this great factory, which covers one-and-a-half square miles, which maintains a private railway system, which exports each week six million slugs of cartridges and great and small shells in proportion, is one of the smallest of his Majesty's ammunition works.

It was through the courtesy of the Ministry of Munitions that I was permitted to see this factory, to talk with the women workers and the forewomen, to follow through every detail this splendid organization of three thousand workers during their night shift.

The factory, which is encircled by a high board fence, is built in a big field where there are trees admirably concealing its character. The low buildings, connected by wooden viaducts, have a curiously graceful air. The windows are screened with dark curtains. There is only the steady hum of the machines, the bright, arched doorways of the filling houses, the occasional bursts of white steam rising up through the crevices in the walls to proclaim that these little grey houses, scattered over a wide field, are the source of untold death and destruction.

CORDITE.

In the cordite rooms, where the raw cordite, in loose golden skeins, is heaped up in open boxes, there is this same impression of quiet. It seems incredible that these yellow strands, thinly spun, have a part in the destiny of nations, and that, formed into loops and sewed in a white cambric cover, they feed the trench howitzers somewhere along that mysterious black border where every day men are dying that other men may live.

But this cordite, cut into even lengths, is an integral part in this colossal fashioning of the fuel for the great war. It is priceless. In little sheds adjoining the rooms where women are making small ammunition it is wound on a great spool. The spool, through a small aperture in the wall, feeds the machine which cuts the strands of cordite into just proportions. These are then weighed in fine scales; a grave and delicate operation determines the smallest fraction of variation. But no errors are made by the girls; they have far too great a pride in their responsibility.

From the workroom, with its great line of compartments, I went into other buildings and traced through the long, complicated scale of its evolution the progress of the raw cordite to the completed cartridge and the completed shell, ready for shipment to the front. I saw many wonderful things, each of which contributed to the perfection of very complex projectiles designed for new warfare. I saw girls wearing caps, pouring orange-coloured acid into partly completed shells, and other girls pouring a black, thick substance into the shells which already had been filled in part. And I learned that this black substance was composed of very homely domestic ingredients, such as beeswax and tallow.

A DANGEROUS ROOM.

In the detonating rooms, where, it seems, there is danger, the women have to be protected. Now and then there has been disaster, such as attends the dangerous task of compounding explosives. The women therefore place the work in the press, leave it there, go outside the small room, and wait for a time. The doors of the rooms are provided with certain devices which make error in this operation impossible—simple enough devices, but representing the difference between life and death. Therefore in this great process there is courage too.

From the detonating room I was taken to a small, concrete house, with double doors. The house was but one small room, where there were two stands with flat tops, like tables, on which was spread, thinly, a grey, chemical, much like a thick layer of sand. This modest substance, even in the small amount of it on the stands, was enough to destroy half the City of London. The name of the grey sand was fulminate.

THE CANTEN AT MIDNIGHT.

From the fulminate room I went over to see the canteen. It was midnight. The long tables were filled with girls, talking and laughing; a crowd of workers were waiting in line before the counter where plates were filled with hot sliced beef and portions of vegetables. A particularly good dinner was being served, and I showed—how this, new world, which lives at night, has reversed the order of living.

I thought of this canteen, again, when I was driving home, after seeing the shipping rooms of the factory where the great crates were being nailed up and labelled; after seeing the offices of the works where, in their private rooms, men from France, Russia, and England pass judgment on the shells exported for their countries. I am not sure why this canteen, where 500 workers have each night their dinner at 12 o'clock, and their tea at dawn, should have brought home to me the fact that night was day for 3,000 women, and had been so for 15 months. In the east the dawn was breaking. But I was thinking of the women bending over those endless rows of machines, how they would go home not at sunset, but at sunrise. I was thinking that I had seen a wonderful thing, not only good labour and pride in work, not only one of the little armies of the big war, but a little army 3,000 strong, and of women.

as she has discharged her bombs she can attain a much greater height—probably somewhere about 10,000ft. The proper place to stop the Zeppelin is not when it gets over London, but when it leaves Germany. It is then at its lowest point and stuffed with bombs, and if you happen to hit one of the bombs the Zeppelin will be no more.

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

Address	From
Alton, Hongkong Hotel (2)	Singapore
Bank Bombay, Hongkong	Robert
Butechong, Sion'ao, Swatow	Baravia
Marchild, Gto. H., Hongkong	
Hotel	Manila
Gordon Lupton (or Ingh)	Singapore
Hsinshu, Daily News	Shanghai
Hinglo, Queen's Road	Saigon
Hawlow, 26, Cairns Road	Shanghai
Hoyungsoo, c/o Tongyick	
Queen's Road, West	Foochow
Kin-am, c/o Shanghai	Ha o
L-nghou	Seigo
Lepee, Hongkong Hotel	Macao
Peatants	New York
Referencia	San gon
Wifeng, Yung heng Street	Norway

The following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

Address	From
Yuen-han	Shanghai
Hungshing, Boni am Street	Kobe
Absons	Saiko
Lingyings	Hingdong
Swatow, West Point	Shang ai
Sung-hyehing 97, Wingloes	
Hong Cheong, c/o Shanghai	Shanghai
Leonging co, Wipok Street	Shanghai
Tamshing	Amoy
Engles, Leekins	Amoy
Lotow o, 59, Cairns Road	Shanghai
Hongkong	Amoy
Sung Wai Hing, 1st Fl o	Yokohama
Wing ing, Queen's Road, C. Suanwai	Shanghai
Ken ing, Shenwan	Shanghai
Yu-shing, 200 Hong Street	Shanghai

CHURCH SERVICES.

St. John's Cathedral, Hongkong. Trinity Sunday, 18th June, 1916. Holy Communion (10 a.m.) Matins (11 a.m.) Responses, Psalms, Venite, Tractus, Epistles, Barby, Psalm a d i a by; Is. Dm, Oakley in F; Jubla o, Or o e y; G. Anthem, "Holy, Holy, Holy," Sanford; Hymn 60 A.B.—Psalm 91, verses 1, 2, 9, 10 and 17 in unison; Psalm 92, verses 1, 7, 11 and 16 in unison; Psalm 93, verses 1, 2, 3, 4 and 10 in unison; Hymn 160, verses 1 and 4 in unison. Holy Communion (12 Noon). Ev-ang (5 p.m.) Responses, Psalms, Tractus, Epistles, Tractus; Magnificat, Flirtoff (2nd evening); Nunc Dimittis, Lemon (25th morning); Hymns, 161, 162 and 215.

St. Andrew's Church, Kowloon. 18th June, Trinity Sunday. Morning Prayer, at 11 a.m. Responses, Psalms, Venite, 18th Morning; Psalms, A. Set; Quodet; A. Pope's "Gloria," Tractus; Hymns, 1, 235 and 277. Kyrie; Maundy. National Anthem. Evening Prayer, at 6 p.m. Responses, Psalms, Tractus; Magnificat, on a t (2nd evening); Nunc Dimittis, Flirtoff; Hymns, 9 (June 183 A. and M.), 284 (June 16 A. and M.), 25 (June 131). Vesper Hymn, National Anthem. Holy Communion, at 8 a.m. and 11 a.m.

St. Peter's Church, West Point. Sunday, 18th June, 10 a.m. Holy Communion, 10.30 a.m. Sunday School, 11 a.m. Morning Prayer and Sermon; Preacher, Rev. W. T. Featherston.

Union Church, Kennedy B. d. Sunday, 18th June. Morning Service, at 11 a.m. Hymns 3, 53, 101, and 261; Psalm 100. Evening Service at 6. Hymns, 5, 157, 262, and 311. Preacher: Rev. J. R. A. Macintosh.

The Peak Church Service will be held in the above Church on the Sunday evening in June, at 8.30. All seats free. The services will be taken by the following:—

June 18th Rev. C. L. Copper Hunt.
June 25th Rev. J. Kirk Macintosh.

WEATHER REPORT.

On the 16th at 11. A.—No. retu as from Japanese stations.

Pressure has increased slightly along the east coast of China, and decreased slightly over Formosa and Tungking.

The northern depression is still moving eastward, apparently.

There is still a depression over S. China and the N. China Sea, central over the Gulf of Tongking.

Hongkong rainfall for 24 hours ending at 10 a.m. today, 0.51 inch. Total rain in 1st January, 50.47 inches, against an average of 31.53 inches.

The forecast for the 24 hours ending at Noon to-day is as follows:—

District	Forecast.
Hongkong & Neighbourhood	(East or variable winds, moderate to light; fine.)
Formosa Channel	(Variable winds, no orate to light.)

South Coast of China between the same as Hongkong and Lamook. No. 1
South coast of China between the same as Hongkong and Hainan. No. 1

HONGKONG TIDE TABLE.

From 17th to 23rd June, 1916.

Day	High Water	Low Water	Day	High Water	Low Water
	Time	Height		Time	Height
Satur.	17	5.28	8.3	2.46	3.0
Sun.	18	11.47	4.0	8.10	3.0
Mon.	19	10.19	8.2	2.32	3.0
Tues.	20	0.42	4.0	4.33	3.1
Wed.	21	1.12	7.7	6.56	0.2
Thurs.	22	1.34	4.0	5.17	3.2
Fri.	23	0.13	7.1	7.34	0.7
	24	2.25	4.2	6.19	3.4
		1.19	6.3	8.24	1.3
		3.15	4.4	7.37	3.5
		2.35	5.6	9.15	1.8
		4.3	4.8	9.38	3.4
		4.0	6.9	10.54	2.4

MOTHER
SEIGEL'S
SYRUP

The proof of Mother Seigel's Syrup is in the taking. That is why former sufferers, whose vitality was being sapped by indigestion, say it is just excellent for stomach, liver and bowel troubles. Thanks to Mother Seigel's Syrup, they are now strong and well. If you are afflicted by indigestion or other disorders of the stomach, liver, and bowels, take Mother Seigel's Syrup regularly for a few days; long enough to give it a fair chance to make its beneficial influence felt. Then note the improvement in your appetite, your strength, your general condition.

IS EXCELLENT FOR

Mrs. L. Milford, Hanover Street, Mayfair, Johannesburg, Transvaal, wrote on March 7th, 1914:—"Mother Seigel's Syrup proved so efficacious in restoring me to health that, after the repeated failures I had with many other preparations, it came as a pleasant surprise. My troubles started with irregularity of the bowels, and later developing into stomach troubles of a more serious nature. Through inability to digest my food I became so weak that the least exertion brought about a collapse, and I was entirely unfitted to perform my household duties. Mother Seigel's Syrup, however, banished all the pains and aches, rebuilt my system, and endowed me with robust health."

DISORDERS OF THE

STOMACH & LIVER

20,000 DOCTORS

are recommending

PLASMON

ALL NOURISHMENT COCOA

Because

"It yields a delicious beverage containing ALL the constituents able to support Life."—Lancet.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI AND HONOLULU.

JUNE 29-SEPT. 5-NOV. 11.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, 105 House Street.

Hongkong, 27th May, 1916.

FOR THE BLOOD IS THE LIFE.

Sure Signs of
Blood Impurity.

The continual appearing through the skin of ECZEMA, BLOTCHES, SPOTS, BLACKHEADS, PIMPLES, BOILS, SORES AND ERUPTIONS OF ANY KIND.

The throbbing aching pains of BAD LEGS, ULCERS, ABSCESSSES, SCORFULA, GLANDULAR SWELLINGS, BLOOD POISON, PILES.

The Dread Grip of RHEUMATISM, SCIATICA, LUMBAGO, GOUT.

All these are sure signs of clogging blood impurity, calling for immediate treatment through the blood, so don't waste your time and money on useless lotions and many ointments, which cannot get below the surface of the skin. What you want and what you must have is a medicine that will get right to the root of your trouble, a medicine that will thoroughly free the blood of the poisonous matter which alone is the true cause of all your suffering. Clarke's Blood Mixture is just such a medicine. It is composed of ingredients which quickly attack, overcome, and expel from the blood all impurities (from whatever cause arising), and by rendering it clean and pure can be relied on to effect a lasting cure.

For selection of testimonials see pamphlet round bottle.

OVER 50 YEARS' SUCCESS. PLEASANT TO THE TASTE.

Clarke's
Blood
Mixture

By reason of its Remarkable Blood Purifying Properties it is universally recognized as THE WORLD'S BEST REMEDY FOR SKIN AND BLOOD DISEASES. Sold by all Chemists and Stores. REFUSE ALL SUBSTITUTES.

J & S

JOHN JAMESON'S WHISKY

unexcelled for flavour and purity.

Guaranteed to be

PURE POT STILL

WHISKY

Famous for over 100 years.

John Jameson & Son, Ltd., Distillers to H.M. The King.

Distillers to H.M. The King.

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Distillers to H.M

SHIPPING

ARRIVALS.

CEYLON MARU, Japanese str., 3,142, Isuda, 10th June—Kobe 10th June, General—Nippon Yusen Kaisha.
 GLENCOCK, British str., W. McGhie, 18th June—Rangoon 10th June, Rice—Order.
 JESERIE, British str., 3,114, R. Mellwaine, 18th June—Mojito 10th June, General—Order.
 LIANGCHOW, British str., 1,220, W. Benson, 18th June—Bangkok 7th June, General—Butterfield & Swire.
 NAGOYA, British str., 4,249, A. B. Garwood, R.N.R., 18th June—Shanghai 13th June, General—P. & O. S.N. Co.
 PROMETHEUS, Norwegian str., 1,024, H. Zensen, 18th June—Shanghai 11th June, General—Thorsen & Co.
 SHAWHUNG, Chinese str., 707, G. Ramsland, 18th June—Dairen 8th June, Beans—Order.
 SHANGHAI, Chinese str., 742, Hudson, 15th June—Kinchon 13th June, General—Order.
 TEAN, British str., 1,351, E. Finlayson, 18th June—Manila 15th June, General—Butterfield & Swire.
 TUKUMANG, Dutch str., 8,013, N. W. Juriense, 18th June—San Francisco 22nd June, Java-China-Japan Lijn.

CLEARANCES.

IN THE HARBOR MASTER'S OFFICE, June 16th.
 HINSANG, British str., for Sandakan.
 HONGKONG, British str., for Amoy.
 NANYO MARU, Jap. str., for Taipei.
 NAGOYA, British str., for Singapore.

DEPARTURES.

June 16th.
 ASIA MARU, Jap. str., for Canton.
 BANGKOK MARU, Jap. str., for Mojito.
 DAIHON MARU, Jap. str., for Japan.
 HAIHONG, British str., for Swatow.
 HANCO, French str., for Haiphong.
 KALANG, British str., for Saigon.
 SUNGKANG, British str., for Hongkong.
 TAMING, British str., for Manila.
 YEN MARU, Jap. str., for Chingwantao.

SHIPPING IN PORT

STEAMERS.
 ALBANA, British str., 2,468, Betts, 13th June—Chingwantao 6th June, Coal—Jodwell & Co.
 AMAKUSA MARU, Japanese str., 1,380, Kishida, 14th June—Swatow 13th June, General—Osaka Shosen Kaisha.
 ASIA MARU, Japanese str., 2,414, Nishii, 8th June—Mojito 4th June, General—Order.
 CHANGCHOW, British str., 1,208, G. A. Horse, 12th June—Bangkok 4th June, Rice and Timber—Butterfield & Swire.
 CHANGSHA, British str., 1,463, F. C. Gambrell, 9th June—Melbourne 8th May, General—Butterfield & Swire.
 CHEFOO, Chinese str., 685, Sinclair, 14th June—Saigon 9th June, Rice—Order.
 CHONGSHING, British str., 1,229, Liddell, 15th June—Bangkok 14th June, Rice—Jardine, Matheson & Co.
 CHULIAN, Norwegian str., 1,102, Nielsen, 9th June—Saigon 5th June, Rice—Thorsen & Co.
 CHUSAN, British str., 1,337, Robertson, 13th June—Bangkok 1st June, Rice—Butterfield & Swire.
 DAGPIN, Norwegian str., 897, Salysen, 15th June—Bangkok 7th June, Rice—Order.
 DAINICHI MARU, Japanese str., 1,952, Fukui, 13th June—Mojito 7th June, Coal—Mitsui Bussan Kaisha.
 DEWANGONG, British str., 1,047, C. W. Shearer, 13th June—Bangkok 6th June, Rice—Order.
 FOKKANG, British str., 1,097, T. A. Mitchell, 8th June—Mojito 2nd June, General—Jardine, Matheson & Co.
 HAIYANG, British str., 1,363, E. A. Hodgins, 12th June—Saigon 8th June, Rice—Order.
 HANGCHOW, British str., 999, E. P. Partridge, 11th June—Saigon 8th June, Rice—Butterfield & Swire.
 HAILAN, French str., 307, Alexis, 14th June—Quinhone 9th June, Sugar—Order.
 HINSONG, British str., 1,359, Kennedy, 2nd June—Sandakan 27th May, Timber and General—Jardine, Matheson & Co.
 HONDAGU, American str., 1,840, E. Hinaga, 12th June—Saigon 7th June, Rice—Order.
 HONGKONG, British str., 2,555, J. Mason, 15th June—Singapore 10th June, General—Order.
 KANSU, British str., 1,143, Cole, 7th June—Wuhu 26th May, Rice—Butterfield & Swire.
 KENKON MARU, Japanese str., 1,890, Ito, 14th June—Chingwantao 6th June, Coal—Jodwell & Co.
 KWONGSANG, British str., 1,428, W. F. Richard, 8th June—Saigon 4th June, Rice—Jardine, Matheson & Co.
 LOONGSANG, British str., 1,093, Knight, 13th June—Manila 10th June, General—Jardine, Matheson & Co.
 MANILA MARU, Japanese str., 6,250, 9th June—Shanghai 6th June, General—Osaka Shosen Kaisha.
 NITAKA MARU, Japanese str., 1,557, S. Yamane, 14th June—Takao 10th June, General—Osaka Shosen Kaisha.
 PENNSYLVANIA, American str., 2,134, Ryland Drinnen, 14th June—San Francisco 11th May, General—Toyo Kisen Kaisha.
 RYNSHO MARU, Japanese str., 2,852, Shimokawa, 13th June—Dairen 7th June, Coal—Mitsui Bussan Kaisha.
 SATSUKI MARU, Japanese str., 1,239, Furukawa, 9th June—Dairen 1st June, General—Mitsui Bussan Kaisha.
 TACOMA MARU, Japanese str., 3,644, T. Hamada, 10th June—Manila 8th June, General—Osaka Shosen Kaisha.
 TACOMA, British str., 4,066, P. Stewart, 9th June—San Francisco 8th May, Case Oil—Standard Oil Co.
 TAKSANG, British str., 977, R. A. Matthews, 13th June—Haiphong 8th June, General—Jardine, Matheson & Co.
 TELEMACHUS, British str., 1,350, A. Fraser, 15th June—Saigon 13th June and Meal—Order.
 TENGUSAN MARU, Japanese str., 2,637, K. Tsuji, 18th June—Mitsui 8th June, Coal—Mitsui Bussan Kaisha.
 TIBODAS, Dutch str., 2,654, Kroes, 16th June—Balik Papan 3rd June, General—Java-China-Japan Lijn.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NAGOYA	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON	CITY OF VIENNA	Brit. str.	—	B. Kon	THE BANK LINE, LIMITED	On 20th inst.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	KATOKI MARU	Jap. str.	—	H. Kon	THE BANK LINE, LIMITED	On 23rd inst.
LONDON VIA USUAL PORTS OF CALL.	NTAKA	Brit. str.	—	J. Gaunt	P. & O. S. N. Co.	On 28th inst.
MADEIRA & SOUTH AFRICAN PORTS	JESERIE	Brit. str.	—	R. White	THE BANK LINE, LIMITED	About 17th inst.
MANILA & SOUTH AFRICAN PORTS	MAGNAN	Brit. str.	—	T. Hamada	MESSAGERIES MARITIMES	About 25th inst.
ACTORIA & TACOMA VIA MANILA, &c.	TACOMA MARU	Jap. str.	—	Muramatsu	OSAKA SHOSHEN KAISHA	On 19th inst.
ACTORIA &c. & SHANGHAI VIA KANGAROO, &c.	KATO MARU	Jap. str.	—	S. Hiras	OSAKA SHOSHEN KAISHA	On 27th inst.
AMERICAN PORTS VIA JAPAN	SAITOH	Jap. str.	—	S. Hiras	OSAKA SHOSHEN KAISHA	On 11th July, at Noon.
NEW YORK VIA JAPAN PORTS, SAN FRANCISCO, &c.	TOYOKA MARU	Jap. str.	—	S. Hiras	OSAKA SHOSHEN KAISHA	About 3rd July.
SAN FRANCISCO VIA SHANGHAI, NAGASAKI, &c.	CHINA	Am. str.	—	S. Hiras	OSAKA SHOSHEN KAISHA	On 7th July, at 4 P.M.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	PERSEA MARU	Jap. str.	—	S. Hiras	OSAKA SHOSHEN KAISHA	On 29th inst.
SAN FRANCISCO VIA NAGASAKI, &c.	KATOKI MARU	Jap. str.	—	S. Hiras	OSAKA SHOSHEN KAISHA	On 4th July, at 10.30 A.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TENYO MARU	Jap. str.	—	S. Hiras	OSAKA SHOSHEN KAISHA	On 12th July.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	E. Bent	OSAKA SHOSHEN KAISHA	On 18th July, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF RUSSIA	Brit. str.	—	A. J. Halley	CANADIAN PACIFIC O. S. L.	On 1st July.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF JAPAN	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. L.	On 12th July.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF ANIA	Brit. str.	—	W. Dixon Hopcraft	CANADIAN PACIFIC O. S. L.	On 24th July.
AUSTRALIAN PORTS VIA TIMOR	KATO MARU	Jap. str.	—	Takoda	NIPPON YUSEN KAISHA	On 14th July, at 4 P.M.
AUSTRALIAN PORTS VIA TIMOR	AKI MARU	Jap. str.	—	F. Carter	NIPPON YUSEN KAISHA	On 27th July, at 11 A.M.
AUSTRALIAN PORTS VIA TIMOR	TIBODAS	Dutch str.	—	K. Yoshikawa	NIPPON YUSEN KAISHA	On 14th July, at 10 A.M.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	H. G. N. Walker	JARDINE, MATHESON & CO. LD.	To-day, at Noon.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	R. S. Anderson	JARDINE, MATHESON & CO. LD.	On 29th inst., at D'light.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	H. E. Ghory	JARDINE, MATHESON & CO. LD.	To-day, at Noon.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	J. Meathel	JARDINE, MATHESON & CO. LD.	To-morrow, at D'light.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	T. Sekine	JARDINE, MATHESON & CO. LD.	On 19th inst., at D'light.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	W. Bickard	JARDINE, MATHESON & CO. LD.	On 20th inst., at D'light.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	Eddy	JARDINE, MATHESON & CO. LD.	On 20th inst., at 4 P.M.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	W. L. Jones	JARDINE, MATHESON & CO. LD.	On 20th inst., at 4 P.M.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	G. P. Seiden	JARDINE, MATHESON & CO. LD.	On 22nd inst.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	Nomura	JARDINE, MATHESON & CO. LD.	About 22nd inst.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	A. M. King	JARDINE, MATHESON & CO. LD.	On 25th inst., at D'light.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	W. P. Baker	JARDINE, MATHESON & CO. LD.	About 27th inst.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	Charbonnel	JARDINE, MATHESON & CO. LD.	On 30th inst.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	Sesakal	JARDINE, MATHESON & CO. LD.	About 1st July.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	G. Manley	JARDINE, MATHESON & CO. LD.	On 27th inst., at D'light.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	W. Fiddell	JARDINE, MATHESON & CO. LD.	On 30th inst., at 2 P.M.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	W. C. Passmore	JARDINE, MATHESON & CO. LD.	On 31st inst., at 2 P.M.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	J. S. Thomson	JARDINE, MATHESON & CO. LD.	To-day, at Noon.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	A. Kobayashi	JARDINE, MATHESON & CO. LD.	On 21st inst., at 9 A.M.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	Knight	JARDINE, MATHESON & CO. LD.	To-day, at 3 P.M.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	J. Walker	JARDINE, MATHESON & CO. LD.	On 20th inst., at 4 P.M.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	W. Mesney	JARDINE, MATHESON & CO. LD.	On 24th inst., at 3 P.M.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	T. Yamashiro	JARDINE, MATHESON & CO. LD.	On 29th inst., at Noon.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	Kushibiki	JARDINE, MATHESON & CO. LD.	On 29th inst., at 7 A.M.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	Tada	JARDINE, MATHESON & CO. LD.	On 30th July.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	T. A. Mitchell	JARDINE, MATHESON & CO. LD.	To-day, at Noon.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	A. J. Terry	JARDINE, MATHESON & CO. LD.	On 20th inst.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	E. Robinson	JARDINE, MATHESON & CO. LD.	To-day, at 9 A.M.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	E. Keirick	JARDINE, MATHESON & CO. LD.	To-morrow, at 8 A.M.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	Partridge	JARDINE, MATHESON & CO. LD.	On 20th inst., at Noon.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	G. H. Alcock	JARDINE, MATHESON & CO. LD.	To-day, at 9 A.M.
WEIHAIWEI VIA TIENTSIN	KANSU	Brit. str.	1 m.	S. S. de Wolf	JARDINE, MATHESON & CO. LD.	To-day, at 9 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI, KOBE AND MOJI
 "NAMSANG" Saturday, 17th June, Noon.
 "LOONGSANG" Saturday, 17th June, 3 P.M.
 "TAKSANG" Sunday, 18th June, 4 A.M.
 "KWONGSANG" Tuesday, 20th June, Noon.
 "MAUSANG" Tuesday, 20th June, Noon.
 "CHIESHANG" Friday, 23rd June, D'light.
 "YUENSANG" Saturday, 24th June, 3 P.M.
 "ESANG" Sunday, 25th June, D'light.
 "CHEONGSANG" Tuesday, 27th June, D'light.
 "YATSHING" Thursday, 29th June, D'light.

RETURN TOURS TO JAPAN.

The steamers "KURANG," "NAMSANG," "LOONGSANG," and "KWONGSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 43 days. This service is supplemented by the "YUENSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 Steamers have superior accommodations for First Class passengers and are fitted throughout with Electric Light.
 Taking cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin, Dairen, Weihaiwei.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS

all European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passport to which their Photographs and description are affixed thereto. Telephone No. 315.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.
 Hongkong, 17th June, 1916. GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 315.

AGENTS.

Hongkong, 16th April, 1915

THE ROYAL MAIL STEAM PACKET CO.
 PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE.
 HONGKONG

FOR STEAMERS DATE OF DEPARTURE

TRANS-PACIFIC SERVICE.

Sailings to VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.

AGENTS.

Telephone No. 315 Sub. Ex. 10

Hongkong, 16th April, 1915.

CANADIAN PACIFIC
 OCEAN SERVICES
 LIMITED
 TRANS-PACIFIC LINES

FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI, (Inland Sea), KOBE AND YOKOHAMA.

In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPERESS OF RUSSIA"—"EMPERESS OF ASIA"

18,550 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPERESS OF JAPAN"—REDUCED FIRST CLASS FARES.

"MONTAGLE"—INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"MONTAGLE" 1 July "MONTAGLE" 30 Aug.

"EMPERESS OF RUSSIA" 12 July "EMPERESS OF RUSSIA" 6 Sept.

"EMPERESS OF JAPAN" 25 July "EMPERESS OF JAPAN" 20 Sept.

"EMPERESS OF ASIA" 9 Aug.

Calls at Moji instead of Nagasaki.

For further information, call on P. D. SUTHERLAND.

J. H. WALLACE, General Agent, Hongkong. General Agent, Passenger Dept., Hongkong.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO/RAIL REMARKS

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, NAGOYA, Capt. A. B. Garwood, R.N.R. Noon. Connecting to Colombo with Mail, ex. "Khyber."

SHANGHAI, MOJI and NELLORE, Capt. A. M. King, About 22nd June. Direct Service.

LONDON VIA SINGAPORE, PENANG, COLOMBO, NYANZA, Capt. J. Gaunt, Noon. Direct Service.

PORT SAID, MARSAILLES, Capt. J. Gaunt, 29th June.

SHANGHAI, MOJI, KOBE, NANKIN, Capt. G. Manley, About 1st July. Direct Service.

and YOKOHAMA.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR, Act. & Superintendant.

P. & O. S. N. Co.'s Office, Hongkong, 14th June, 1916.

PASSENGERS.

ARRIVED.
 Per Liangchow, from Bangkok, for Hongkong, Mr. H. C. H. Taylor.
 Per Tjikembang, from San Francisco, etc. Messrs. A. J. Mow, A. P. Berry, C. D. Foster, Lewis Wiggins, and P. Harrison.
 Per Nagoya, from Shanghai, for Hongkong, Mrs. Trevitt, Mrs. Williams, Mr. E. Kadoorie, Mr. A. H. Battenheim, Mrs. I. Turner, Mr. C. G. Anderson, Mr. G. Wendenburg, and Mr. Yoshiki.

VESSELS EXPECTED.

AMERICAN MAIL.

The str. China arrived at Yokohama on the 11th instant, left that port on the 12th instant, and may be expected to arrive in Hongkong on the 20th inst.
 The str. Japan left Calcutta on 5th instant, and may be expected here on or about the 19th inst.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NAGOYA"

Captain A. B. Garwood, R.N.R., carrying His Majesty's Mails, will be despatched from this port on or about SATURDAY, the 17th June, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s steamer "Kurema," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per steamer "NAGOYA," due in London about the 2nd Aug. 1916.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR, Active Superintendant.

Hongkong, 14th June, 1916.

HONGKONG—NEW YORK.

FOR NEW YORK.

S.S. "SAINT HELENS" On or about 3rd July.

For BOSTON & NEW YORK.

S.S. "MUNCASTER CASTLE" On or about 15th July.

It is intended that both of the above vessels will proceed via Panama Canal.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

From Hongkong Connecting with From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "JESERIO" About 17th June.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

LONDON ... "CITY OF VIENNA" ... On 20th June.
LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd July.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to—

THE BANK LINE, LTD.,

88 to 89, Canton.

Hongkong 11th April, 1916.

GENERAL AGENTS

10a

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL
HONGKONG, PAKHOI and HAIPHONG "SUNGKIANG" ... On 17th June, 9 A.M.
HONGKONG ... "CHAOCHOWFU" ... On 17th June, 9 A.M.
TIENTSIN ... "KANSU" ... On 17th June, Noon.
SHANGHAI ... "SHANTUNG" ... On 18th June, D'light.
SAIGON ... "SHANGHAI" ... On 18th June, D'light.
SHANGHAI ... "CHENAN" ... On 20th June, 4 P.M.
MANILA, CEBU and ILOILO ... "TEAN" ... On 20th June, 4 P.M.
SHANGHAI ... "ANHUI" ... On 20th June, 4 P.M.

DIRECT SAILINGS TOWARD RIVER TWICE WEEKLY.

SS. "LINTAN" and SS. "SANUI"
MANILA LINE—TWIN-SCREW STEAMERS "CHINUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SS. "SHANGHAI" LINE—PASSENGERS, MAILS and CARGO.
SS. "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG" with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
HONGKONG, 17th June, 1916. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

Occupying at 9 to 10 days.

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 20th June, at 2 P.M.
"HAITAN"	Capt. J. S. Thomson	FRIDAY, 23rd June, at 2 P.M.

A arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th June, 1916.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "JAPAN," 6013 tons, Captain G. P. Seddon, will be despatched for SHANGHAI, KOBE and MOJI on 21st June.

WESTWARD

S.S. "SHIRALA," 5508 tons, Captain A. J. Torry, will be despatched for SINGAPORE, PENANG and CALCUTTA on 20th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with a modern conveniences and carry a fully qualified surgeon.
For Freight or Passage, apply to—

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 16th June, 1916.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong Noon	Connecting Mail Str. from Colombo	Due at MARSEILLES 1916	Due at LONDON 1916
COLOMBO				
NAGOYA	June 17	KHYBER	July 17	July 34
NYANZA	June 29	Through Steamer	Aug. 4	Aug. 19
NELLORE	July 14	Through Steamer	Aug. 18	Aug. 27
NANKIN	July 28	Through Steamer	Sept. 1	Sept. 10
NOVARA	Aug. 11	KAISAR-I-HIND	Sept. 11	Sept. 18
NORF	Aug. 25	MOOLTAN	Sept. 25	Oct. 3
MAITA	Sept. 8	KASHGAR	Oct. 9	Oct. 16
NAMUR	Sept. 22	Through Steamer	Oct. 26	Nov. 4

Passenger change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About
NELLORE	THURSDAY, 22nd June.
NANKIN	SATURDAY, 1st July.
NOVARA	SATURDAY, 14th July.
NORF	SATURDAY, 29th July.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS,
INTERMEDIATE (Non-Transshipment) STEAMERS
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave H'KONG about	Leave S'PORE about	Due at MARSEILLES, if calling about	Due at LONDON about
SOMALI	Aug. 16	Aug. 21	Sept. 20	Sept. 20

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARR,
Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	To: S	SAILING DATE
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	\$ KATORI MARU Capt. Kon	21,000	THURSDAY, 22nd June, at Noon
	\$ KASHIMA MARU Capt. Tabusa	21,000	WED'DAY, 5th July, at Noon
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	\$ SADO MARU Capt. Asakawa	12,500	TUESDAY, 27th June, at 4 P.M.
	\$ SHIDZUOKA MARU Capt. Noma	12,500	WED'DAY, 19th July, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, BANGORANG, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	\$ NIKKO MARU Capt. Takada	9,800	FRIDAY, 14th July, at 4 P.M.
	\$ AKI MARU Capt. K. Yoshikawa	12,500	TUESDAY, 15th Aug., at 11 A.M.
CALCUTTA via SINGAPORE, PENANG and BANGORANG	\$ CEYLON MARU Capt. Tada	10,000	SATURDAY, 17th June
BOMBAY via SINGAPORE, MALACCA and COLOMBO	\$ PENANG MARU Capt. Kishibiki	8,000	TUESDAY, 20th June
SHANGHAI and KOBE	\$ COLOMBO MARU Capt. Nomura	8,000	THURSDAY, 22nd June
SHANGHAI, MOJI and KOBE	\$ KIRIN MARU Capt. Saki	8,000	FRIDAY, 30th June
NAGASAKI, KOBE and YOKOHAMA	\$ AKI MARU Capt. K. Yoshikawa	9,800	FRIDAY, 14th July, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	\$ SUWA MARU Capt. Sekine	21,000	MONDAY, 19th June, at 10 A.M.

EASTBOUND NEW YORK LINE
VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI, MOJI, KOBE, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA and COLOMBO.

\$ Wireless Telegraphy.
For Further Information apply to—

NIPPON YUSEN KAISHA,
B. MORI, MANAGER.

TELEPHONE Nos. 293 and 295.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.
Tons and Speed. Leave Hongkong.

* PERSIA MARU ... 9,000 — 14 knots ... TUES., 4th July 10.30 A.M.
* KWANTO MARU ... 5,000 — 12 knots ... SUN., 9th July Noon.
* KIYO MARU ... 17,500 — 14 knots ... TUES., 11th July Noon.
TENYO MARU ... 22,000 — 21 knots TUES., 18th July Noon.
* NIPPON MARU ... 11,000 — 15 knots ... TUES., 1st Aug. 10.30 A.M.
SHINYO MARU ... 22,000 — 21 knots TUES., 15th Aug Noon.

* Via MANILA, (stopping S. Anglia) * Ca go only.

† Proceeding to South American Ports.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £80. " " £96.10.
" " " SAN FRANCISCO £45 " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamer of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, GALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamer Tons and Speed Sails
KIYO MARU ... 17,500 — 14 knots ... TUESDAY, 11th July.

For Full Particulars as to Passage and Freight, apply to—

K. DOL, ACTING AGENT,
King's Building. 1213

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE AND YOKOHAMA ... ATLANTIQUE ... On or about 27th June.

For MANILA, CEBU and ILOILO ... HONOLULU ... On or about 25th June.
Marseilles via Haiphong, Magellan ... On or about 25th June.
Touane and Saigon ... On or about 25th June.
(Without Transshipment) ... On or about 25th June.

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co. for return journey.
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

TELEPHONE 740

O. S. K.
OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA.

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA.

* "TACOMA MARU" ... MONDAY, 19th June at 3 P.M.
* "MANILA MARU" ... THURSDAY, 22nd June, at 3 P.M.
† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, via SINGAPORE, PORT SWETTENHAM, PENANG and COLOMBO.

"SAIGON MARU" ... T. Yamaguchi ... WEDNESDAY, 28th inst., at 7 A.M.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, BATAVIA and SINGAPORE.

"NITAKA MARU" ... THURSDAY, 29th June, at Noon.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG and ANPING, TAKAO, VIA SWATOW AND AMOY.

* "NITAKA MARU" ... SATURDAY, 17th June, at Noon.
* "AMAKUSA MARU" ... SUNDAY, 18th June, at Noon.
* "SOBHU MARU" ... WEDNESDAY, 21st June, at 9 A.M.

† Proceeding to Keelung via Swatow and Amoy.
† Proceeding to Anping and Takao.
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